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SEAFARING

**THE ORGAN OF THE SEAFARING CLASS,
INCLUDING THE FISHERMEN OF GREAT BRITAIN AND IRELAND.**

A Weekly Newspaper for Seafaring Folk and their Friends.

No. 91.—VOL. 4. [Registered at the
General Post Office]

SATURDAY, JULY 19, 1890.

[For Transmission
Abroad as a Newspaper.] ONE PENNY.

AS OTHERS SEE US.

Resolution passed at meetings of seafaring men in London, Liverpool, Glasgow, Cardiff, Hull, Sunderland, Dundee, Shields, and other ports:—"This meeting pledges itself to support SEAFARING."

Ship Masters' and Certificated Officers' Union.

—"Having the largest circulation in the world of any paper connected with shipping, SEAFARING is the best medium for advertising the wants of seafaring men."

Morning Advertiser.—"Able and smartly written."

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Reynolds's Weekly Newspaper.—"A bright little paper."

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Liverpool Mercury.—"The variety of matter with which it is replete, and the information which it contains, justify its claim to be 'the organ of the seafaring class.'"

Liverpool Echo.—"Nominal price and multifarious attractions."

The People.—"It will be useful to those in whose behalf it has been started."

The Democrat.—"Did useful work."

Seaboard (New York).—"Bears that peculiar, indescribable air that most newspaper men recognise as a warranty of long life and prosperity."

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Engineers' Gazette.—"Rapidly improving, both in quality and circulation."

Hampshire Independent.—"Well conducted."

Cork Examiner.—"Promises to be one of the most valuable of the class papers."

South Wales Echo.—"Well edited, and interesting."

YARNS.

CXXXVII.

ONE OF MY MASTERS.

In the year 18—I was, after a great deal of unnecessary preamble, with a master's certificate in my pocket and 22 years' sea service behind me, engaged to serve as chief officer of one of the numerous class of tramps plying between New York and Great Britain. The master of the vessel in which I'd undertaken to sail was known by the cognomen of Boot-lace. Like many another man who was promoted too fast, and before he was fit for his berth (simply because his relations were born before him and had shares and voices in various companies), this effigy of a man got ahead, and his superiors in every sense of the word got a back seat, and had to sail under his orders, to be, after they had served him and the Company well, discharged for other nurses. Readers may wonder how this comes about, and an explanation is, therefore, necessary and shall be given. The better for the master to hold his position it is that he should be possessed of a good gift of the gab to hood-wink owners if relations are not strong enough, and this Boot-lace was gifted with, as also with a partiality to lying. I have myself heard him tell the owners some most diabolical lies, and the fools believed him, and took every word he uttered as Gospel truth.

Every officer knows a chief officer's money, and yet when I, after waiting seven months for the steamer to be launched, in despair went to ——— to the vessel, could get nothing for the long wait, and when engaged at last was paid—what? £2 a week or lose the vessel. My first job was to crawl through the newly and yet wet with cement ballast tanks, fore and aft, to see if they were properly cleaned out and thoroughly cemented; and if anything required doing to come and report, not to the foreman of the yard, but to Boot-lace. The job was an engineer's job, as no chief officer carries a boiler suit, and to crawl through the tanks is a job that will destroy any suit of clothes for ever. Nevertheless, I accomplished the task, and with as good grace as possible accepted my weekly (very weakly) screw of £2 and a large amount of abuse, because "I never paid any other mate who served under me (in sailing vessels, this being first command in steam) more." What becomes of the food money if a man is engaged at £9 a month on board with his berth and victualling? Into the master's pocket, and the owners know no different, or do not care to interfere as long as the

master finds them enough mates to supply the wants of the vessel.

Our second officer was engaged to serve for £6 a month, and many was the growl he had with me because his money was so small.

Boot-lace often told me the Company only allowed 20d. for the cabin and engineers per man per diem, instead of the usual thing allowed even to "Jawdie" Colliers, 2s. 3d. to 2s. 6d. per man per diem. Of course I swallowed the lie, balance 7d. to 10d. per man per diem on food allowance pocketed during the 42 days at sea. Victual the ship meanly at about 1s. per man per diem, and even if the 20d. were correct 8d. per man per day for eight men for 42 days is a large item in profits outside the above item, and this was about the way Boot-lace fed us.

The smuggling he did at home and abroad was prodigious. In fact it was chiefly my duty in New York, after work at night was concluded, to get from 20 to 30 cases of liquors smuggled into tug-boats, etc., for the master, with the certainty that if caught I alone would have to be the sufferer, as Boot-lace would wriggle clear of the whole affair, as another master in the same Company's service did only a few months previous to my joining, leaving his mate a jail bird to be dismissed the Company on arrival home.

We engaged a crew of sailors in ——— sober, steady, efficient men, and not a single man but was an out-and-out sailor, in fact the finest body of men I ever had the pleasure to sail with. Of course, in the eyes of a seaman of Boot-lace's class they were a useless sort of trash, fit only to be driven out of the ship and the Company's service, and this he made every effort to do and did it only too well. In my experience of the world, the man who knows the least, if in a position above men who know their duty and work, tries his level best to crush said men into the very dust, and will give the world to understand that the crew were everything undesirable. Each crew I obtained was driven out during the three successive voyages made between New York and Great Britain, and such was the way that the people on board were treated that on the arrival in a home port on paying off the first crew, they stood outside the shipping office, and everywhere they spied Boot-lace hissed and jeered him. The second voyage, the crew refused, when calling at a second port, previous to going across to New York, to proceed with the vessel, and had to be brought on board prisoners, only to desert in New York. The third voyage, Boot-lace nearly lost the vessel, and previous to this he by his unseamanlike handling of the vessel got her swamped. Shall I tell you where he was? and what the great

"I am" was doing? and how he showed his bravery? I must, or the fun will be lost on a fun loving people like our British Blue-jackets. Well, in the first place, he was below, boozing. When the danger was over the breast of the great Boot-lace swelled with pride, and he registered a vow that his bravery should be recorded in print on arrival home, and so it was. Did we see any record of the bravery shown by any of the rest of the crew, at the peril of their lives did they clear away the wreckage? No, the Captain was the only one mentioned, with the exception of the second officer, who was ruthlessly injured by the foolish order of the master which he was attempting to execute.

Day after day we could hear of cases of a similar character, but 99 out of a 100 seafaring men prefer to remain sufferers, to relating for the public benefit the sufferings and humiliations put on them by men better fitted for gutter snipes than ship masters.

To be a gentleman, is to act and do as becomes a gentleman, and the Great Boot-lace fully made up his mind that no soul breathing was more of a gentleman than himself, a better sailor, or a better navigator; while, if the truth must out, a bigger black-guard, a more ignorant sailor, or a more stupid navigator never took command of a vessel. In fact, I could swear that any *Conway* training-ship boy could teach him more than he ever knew. The log book kept by the chief officer is, or ought to be, a truthful description of the voyage and everything connected with it. Yet my log book contained both the untruth, as dictated by Boot-lace, and the truth as I knew it to be, and could call on the crew to swear to. Fancy ordering me to say it was thick, dirty weather when it was clear as a bell, simply because he was afraid to stand in to the land and signal, as by the Company's instructions he was ordered to do. Yet such order I received, and because I stated in the log that I considered it clear, the horizon being visible 5 miles, I was sacked as useless. But if a British public knew all, and could punish, how great ought to be the punishment of Boot-lace, if the public only knew what we have had to go through, and how nearly we lost our lives by an idiot being in command half soaked in liquor. I was not only sacked, but boycotted, and could not get a ship, and so have had to give up my profession. If a strong officers' Union existed to protect us such things could not be.

OLD SALT.

THE Shipmasters' and Officers' Union had a good meeting at South Shields, June 9, a good lot of engineers being present. It was resolved that this Union make its best endeavours to meet the shipowners of Great Britain and Ireland in the month of September, 1890, for an increase of wages for our masters and deck officers, in ratio with engineers, the engineers giving every assistance in their power in this cause.

LOCAL MARINE BOARD INQUIRY.—At the Bristol Local Marine Board on July 11, a charge was made against W. C. Black, who had been chief engineer of the steamer *Jessmore*. The allegation against the defendant was that at Barry he was under the influence of drink, and refused to proceed with the ship, whereby the vessel was detained for 24 hours. The Board found that the case was not proved that the defendant had refused to join his ship or was under the influence of drink on the day in question. As to the refusal to join the ship, it transpired that the defendant did at first refuse, stating that he was drunk and unfit to manage the engines, but it appeared that he afterward offered to go in the ship, and the captain then declined, and none of the witnesses would go so far as to say that the man was drunk.

MARRIED SAILORS.

BY A COMMANDER OF THE ROYAL NAVY.

VII.

"The love of money is a root of all evil;" and few of us are free from this desire. But one form of money-grubbing from which sailors suffer is that greed which leads to Sunday work in port. Few things do more to destroy comfort, kindness, and fellow feeling on board ship than avoidable Sunday work. For every sailor knows that he has a right to the Day of Rest when the navigation of the vessel does not demand his labours. Hence discontent, ill-feeling, and wretchedness find a home in ships in which unnecessary Sunday work prevails. The transshipping of cargo on Sunday is, of course, death to all religious worship on board, not only when in harbour but afterwards when at sea, for the captains of such vessels feel that it is inconsistent to stand up and read the fourth commandment to their crews. All united prayer is thus stopped on week-days as well as on Sundays, at sea as well as in harbour, by this unholy greed which gives rise to "many foolish and hurtful lusts, which drown men in destruction and perdition."

The Missions to Seamen chaplain at Dunkirk reports that "one of the great obstacles to our work in Dunkirk is the discharge and taking in of cargo at the ships on Sundays. It is surely a libel on our religion and our nationality for a Roman Catholic population to see ships belonging to a Protestant people who profess to 'Keep holy the Sabbath Day,' busy loading and unloading while all is quiet on board their own vessels. Many sailors have expressed themselves very strongly on this matter."

The Missions to Seamen reader on the *Tagus* records "the fact that Sunday work in British ships is almost universal, and makes little difference between the Sunday and other days of the week;" whilst the reader in Marseilles Docks writes: "Sunday work is on the increase at this port on board British ships, which prevents many crews from attending our services. English officers and seamen never fail to tell us how many of their firm or shareholders are religious professors, adding, 'but all they care about is a big dividend!' The effect of Sunday labour is very detrimental to the cause of religion and virtue."

Cannot it be any wonder, where unchastity and insobriety prevail, as they naturally do amongst Sunday working crews, if respectable married sailors keep out of those trades; if low class foreigners, and inferior Englishmen form a large portion of the ship's companies; and if the inconsiderate managing owners themselves complain of their own crews.

It is a common saying that "there is no Sunday east of the Canal," and as might be expected, prayerless ships in the Indian Ocean do not get the best English seamen and firemen.

A noble captain of a Tyne ship had a fine crew, attached to the vessel by his considerate treatment and the comfort and kindness on board, for his was "a religious ship," with Sunday worship, evening prayer, week-day school, choir practices, and fellow feeling and sympathy between man and man. They were not mere "hands" in that ship, but heads and hearts. The captain made the devout observance of the Lord's Day a special point in his religious teaching and habits. Unhappily, the ship

became chartered by a British merchant, with a clause in the charter that the crew were to follow the custom of the ports as to Sunday work. And this British merchant was determined to have his pound of fle h. As the vessel went from port to port in the Indian Ocean, the unlucky captain found himself compelled by this charterer to order the crew, whom he had taught to value the fourth commandment, to work cargo on the Lord's Day as if it was a week-day.

This was during the depression of trade, when hundreds of ships were laid up in the home ports, and the captain knew that if he gave up the command, he would find it very difficult to get another vessel, so that his wife and children might have to starve. But this high principled officer did not hesitate. He would not be the instrument of an unholy tyranny over a defenceless crew who trusted and honoured their captain. He resigned his command and came home, to be long out of employment, his family eating up his little savings from month to month. But God in His own time rescued His tried and faithful servant, who eventually obtained another command, and is now the most valued captain of his employers.

Can we be surprised that with such Sunday work and no Divine worship, employers, captains, and officers of ships in the Indian Ocean, unable to get God-fearing sober Englishmen to serve as seamen and firemen, are driven to take even Asiatics and Africans. And if, united worship being driven out of their ships, some very foul practices prevail amongst these mixed crews. Debased Christians and heathens shut up together in prayerless ships, at the back of the world, cut off from outside public opinion, living without any worship of God, corrupt one another, so that it is as with the people of heathen Rome whom St. Paul says:—"God gave up to uncleanness through the lusts of their own hearts, to dishonour their own bodies between themselves; who changed the truth of God into a lie. . . . For this cause God gave them up into vile passions. . . . Men with men working that which is unseemly."

And all this under the British flag, with the blood red cross of Christ waving over their heads. In such prayerless ships, discontent, disorder, and misery prevail. Discipline, maintained without the sanctions of religion, is too often enforced by brutal means. The oath, the belying pin, the tying up by the wrists, and spread-eagling in the rigging, naturally follow. And the vessel in which God is denied becomes what is hardly too strongly characterised as a "hell afloat," a prison from which kindness, comfort, and fellow-feeling are banished.

These inconsiderate owners speak bitterly of their own officers and crews, and both complain strongly of their employers, all sympathy between man and man ceases, and all because neither party will recognise the cross of Christ in the flag of England, nor strive for the life of Christ in the heart and conduct.

Admiral H.R.H. The Duke of Edinburgh speaking recently at the Missions to Seamen meeting in the London Mansion House, said, "In the Royal Navy, great benefit to discipline and moral conduct is found to arise from conducting public worship on Sundays, and having united prayers daily. . . . Many captains of the mercantile marine afford their crews the same privilege, with similar benefits to

discipline and moral conduct; and in the Scandinavian merchant ships it is the rule to have Divine worship. But the report points out that in the majority of British merchant ships the crews have not this privilege, and it can be well understood that discipline and comfort suffer. The report appeals to managing owners and captains of these vessels to follow the examples of other ships and cause Divine worship to be conducted.

"The report also complains that in some ports abroad, and in Crown colonies, especially Hong Kong and Singapore, the crews are compelled to do unnecessary work in transshipping cargoes on Sundays, which causes discontent and discomfort to the men, and puts a stop to all religious observances, whereas, in the Australian and other self-governing colonies such unnecessary working of cargoes is rigidly forbidden.

"I understand that Lord Knutsford, the Secretary of State for the Colonies, has called the attention of some Colonial Governors to this grievance of seamen; but if the merchants of London could bring influence to bear on the local Chambers of Commerce in these Colonies the evil might be effectually remedied."

The Archbishop of Canterbury well said on the same occasion, that "If the Colonies of Australia can make it a rule that there shall be no work in the harbours on the Lord's Day, we can look with all confidence to see the same rule in other colonial ports. What is possible in Australia cannot be impossible in Hong Kong and Singapore."

The Rev. H. W. Webb-Peploe, supporting His Royal Highness, said: "In Hong Kong Harbour, we have been reminded, there is as much labour on the Lord's Day as on any other day of the week. There is loading and unloading of British merchant ships, and when the matter was referred to by the Governor, the response was that the Chamber of Commerce declined to take action, and had been unable to devise any plan by which all this might be altered. This plainly means that they will not disturb the existing state of things, and that if it is to be put a stop to, pressure must be brought to bear from home. A small tax on the tonnage of ships working on the Day of Rest, would soon put a stop to all avoidable labour on Sundays. Your own report testifies that in Hong Kong it is considered a disgrace that this should be characteristic of the trade of Christian England.

THE North of England Sailors' and Firemen's Association has granted £5 to Danish seamen now on strike.

THE Allan liner *Carthaginian*, at Queenstown, from Halifax and St. John's, brings intelligence of the arrival at Halifax of H.M. troopship *Tyne*, accompanied by two torpedo boats, from Queenstown, after a stormy voyage across the Atlantic. The troopship and the torpedo boats, the latter with 32 men on board, left Queenstown on the 15th ult., and the former was nearly run into by a transatlantic liner on the evening of the same day, during a fog, off the coast of Ireland. On the 16th a violent westerly gale was experienced, and the torpedo boats, although kept under the lee of the troopship, were continually swept by the tremendous seas, and it was feared that they would founder. Oil was, however, used with good effect upon the water, and they rode out the storm. On the 19th and 20th another terrific gale was encountered, and the troops on board the *Tyne* had to be battened down. An immense broke over the troopship, and her decks were swept fore and aft. The torpedo boats again experienced a fearful time, and their crews suffered great hardships. On the 29th the three vessels were surrounded with large icebergs, and with difficulty got clear of them.

THE CUNARD COMPANY'S JUBILEE.

It was just fifty years ago on July 4, since the *Britannia* sailed from Liverpool to open the mail service between England and America. The history of the Cunard line is an epitome of the history of ocean steam navigation. In 1840 the contract with Messrs. Willcox & Anderson for the conveyance of the Peninsular mails by steam was barely three years old; and it was not until December of that year that the decision to extend the service to India gave birth to the now famous title of the Peninsular and Oriental Steam Navigation Company. The establishment of the West India Royal Mail line dates from 1841, so that the Cunard line may claim seniority over both these celebrated undertakings. Though for two years before the *Britannia* sailed upon her maiden voyage steamers had crossed the Atlantic with increasing frequency, the managers of the Cunard line were the first to bind themselves to maintain a regular service, with fixed dates of departure from each side. It was this feature of the undertaking which made the departure of the *Britannia*, and, still more, her safe and speedy passage, events of first-class importance in the history of steam navigation. The accumulated experience of half a century enables the builders and owners of our modern liners to make their calculations with precision and confidence. But when the managers of the Cunard line called Robert Napier to their aid in designing the first Atlantic mail steamers, the data at their command were scanty and uncertain. His skill and judgment were amply justified by the event. For fifteen years ships built, with but slight and unimportant modifications, according to the original designs, were able to maintain the supremacy of the line and to carry the mails with undeviating regularity and absolute safety across the stormiest ocean in the world.

Since the days of these once famous ships, wood has been replaced by iron, the paddle by the screw, and simple by compound engines. During the last few years steel has become the favourite material for construction, while triple expansion engines and twin screws are the latest method of propulsion. This last change has not yet been illustrated in the Cunard line. It is characteristic of its managers not to adopt any new invention until its usefulness, and, above all, its safety, have been practically demonstrated; and six years ago, when the *Umbria* and *Etruria* were designed, the triple expansion engine was in the experimental stage, while twin screws for ocean steamers were still in the regions of theory. But all the other changes that we have mentioned may be watched in their gradual development as we pass down the long catalogue of the ships of the Cunard line. In the first series, from the *Britannia* to the *Arabia*, we see the wooden paddle steamer grow in size, in speed, and in beauty. In the *Persia* and the *Sontia* the paddle was combined with the iron hull to produce ships which were the wonders of their time for strength and speed. When the screw finally displaced the paddle, a new line of development was opened; and as long as the simple type of engines was retained, the *Russia* was acknowledged to be the queen of Atlantic steamers. Finally in the *Umbria* and *Etruria* the compound engine and the single screw achieved their greatest triumphs; while in beauty of design and completeness of equipment these ships are not surpassed even by the splendid vessels in which the most modern method of propulsion has been adopted. But the line has produced not only ships but men; it has been a school for seamen and engineers. From the time when Captain Harrison left the service to take command of the *Great Eastern*, the owners of ocean steamers have felt that in entrusting their ships to officers and engineers from the Cunard line they were securing men who had been trained in the best of all practical schools. Other lines have now established traditions of their own, and with the older generation of seamen pass away the old conditions. But it is not very long since nearly every liner that crossed the Atlantic carried on her bridge or in her engine-room at least one man who had served in the Cunard line, and would tell stories of Judkins and Harrison, and the paddle steamers in which those famous commanders navigated the Atlantic.

Great as is the contrast between the *Britannia* and the *Etruria*, it is not greater than the change which has taken place in the conditions of the North Atlantic trade since the ships of the Cunard line began to run. For ten years their supremacy was undisputed; they had a monopoly of all the richest traffic. Probably no similar competition has ever been so fierce, or has excited so much interest, as the rivalry between the Cunard and Collins lines, which began in 1850. And when victory finally crowned the

English line the introduction of the screw-propeller and the iron ship, with the great impetus which they gave to steam navigation, had made it impossible that the old monopoly should ever be re-established. Between 1850 and 1871 four new lines of American steamers were started in Liverpool alone, and Continental nations were not slow in claiming their share of the trade. Instead of enjoying a monopoly, the managers of the Cunard line had to struggle hard to maintain the supremacy to which their long record of service gave them a claim. In more recent years the gradual and now almost complete separation of the passenger and cargo trades has brought about a further change in the conditions under which the business of a great Atlantic line must be carried on, walls in the department which the Cunard Company created and has made peculiarly its own, competition is severer than it has been since the Collins line collapsed. Three foreign companies challenge the supremacy of our ships in speed and comfort, while at home the Cunarders must share the passenger traffic with the ships of the White Star, Inman, Guion and Anchor lines. Fortunately for all, the trade, and especially the passenger trade, has grown almost as fast as the accommodation provided for it. In the early autumn it often happens that a single week sees as many saloon passengers leave Liverpool as sailed in the whole of the first year of the Cunard line's operation.

But though the Cunard line must now be content to remain *primus inter pares*, it can show a record to which none of its rivals can lay claim. For fifty years its ships have traversed the Atlantic—fortnightly at first, then weekly, then twice and often thrice a week from each side. Every one of these ships has carried passengers—sometimes only a few, often many hundreds at a time. And not one of those many thousands has lost his life by the perils of the stormy ocean over which they have passed. Three ships have been lost, two by stranding and one by collision; but in each case the passengers were landed in safety. "Cunard luck" has become proverbial; yet the phrase conveys a false impression. "Success," says Mr. Linday, himself a shipowner, and a successful one, "depends on the means applied to obtain it. And there can be no doubt that the freedom from accident on board of the ship of the Cunard Company may be attributed, almost entirely, to the wise measures adopted to prevent casualties, and to the rigour with which they are enforced." We have grown so accustomed to the regular arrival and departure of our great liners that we are apt to forget the perils which they daily encounter, and the wise foresight and constant watchfulness by which those perils are met and overcome. But it was not always so. Misfortune and disaster were only too frequent in the Atlantic during the first half of the Cunard line's long career. It is the peculiar glory of the founder of that line that from the first they made safety the paramount object of their management, as it is the pride of their successors to have trodden in their footsteps. If the voyage between Liverpool and New York is the safest in the world, it is the Cunard line that has made it so. The last of the little company of founders, Sir George Barrow, passed away only a few weeks ago. He had long retired from any active part in the management; he had lived to see a younger generation take up the direction of the undertaking, and carry it on upon the old principles. Those principles, we may be sure, will guide the operations of the line in the future as in the past. With such a tradition we may fairly say, "Noblesse oblige."—*Liverpool Post*.

THE sentry who shot the Englishman in Genoa, named Henry Cagron, stoker on board an English ship, has been sentenced by court-martial to two months' imprisonment.

AT the Penarth Police Court, on July 14, James Lynch, boarding-house keeper, Penarth, was charged with attempting to prevent a fireman named Woodward from going to sea in the steamship *Lydia*. Frank Alfred Parse, Board of Trade officer at Penarth Dock, said that while the vessel was in the dock just about to proceed to sea, Lynch was standing on the quay. Owing to one of the crew not having turned up, witness had to obtain a substitute, who happened to be a non-Union man. Lynch, upon noticing him, said to Woodward, "Don't go into that ship; the Board of Trade has brought a man down who does not belong to the Union. You're a fool if you go." Upon witness cautioning defendant as to the consequences of his conduct, he turned and roundly abused him. Woodward, who was a fireman, however, proceeded to sea. A fine of 4s. and costs was inflicted; in default, 14 days. Defendant: Thank you, Sir; I'll do the 14 days. Defendant's wife (who was in Court): My man will do that on his head—(laughter)

VICTORY AT DROGHEDA.

On Wednesday, July 9, the dispute between the Steampacket Company and their employes was brought to a settlement, the demands of the men having been practically conceded by the Company. To celebrate the success of the movement a mass meeting was held on the Mall at eight o'clock that evening, which was largely attended by almost every section of labour in town, as well as those immediately concerned in the strike.

Mr. J. Berrill, secretary to the Drogheda Typographical Society, was moved to the chair. He said it was now only one month since the Branch of the Amalgamated Sailors' and Firemen's Union was established in Drogheda. On the Sunday the Branch was established he did not think there would be another meeting inside of six months, for the reason that Mr. Fitzpatrick, the efficient secretary, when he came to Drogheda, found the firemen and sailors, as it were, asleep on their watch. He was told by several parties in the town that he might go back, that the men were sleeping and he would get it hard to awaken them. (Laughter.) But Mr. Fitzpatrick set to work and he was not long in awakening all and every man and placing him at his post. (Applause.) He told the men the benefits that Trades Unionism or amalgamation would confer on the sailors and firemen of this port, and the present proceedings proved that the Steampacket Company had conceded the demands that the men asked for. (Applause.) It proved beyond a shadow of a doubt that any individual or any company in this last decade of the nineteenth century could not dictate to a united body of men, could not tell them they must give up the Union, or dictate terms to them in any way. (Applause.) He hoped there was no sailor or fireman in the port that had not joined the Union, and advised those not already enrolled to do so within the next week, because the present victory proved the benefits Trades Unionism would confer upon them. (Hear, hear.)

Mr. Fitzpatrick, who was received with cheers, said—Ladies and gentlemen and fellow-workmen—My heart is full of joy to-night when I reflect upon the thought that I am an Irishman, that I am begotten of Irish parents—(cheers)—when I reflect upon the fact that, backed up by a noble body of Irishmen, whom I found in this town ground down in slavery, I have been able to accomplish some small progress at least towards their emancipation. (Cheers.) I came over here after a life-long exile from the land of my forefathers, with the duty deputed to me to propagate the doctrines of Trades Unionism, a doctrine founded upon the principles of brotherly love, self-sacrifice, and self-abnegation. Trades Unionism has been proved up to the hilt by you to-day the rock of salvation upon which you have to trust regarding your social and bodily welfare, as you have to depend upon the Divine Gospel for the everlasting welfare in the world to come. (Hear, hear.) I was told when I came to this town some six weeks ago or thereabouts that my mission would prove futile, in fact, that I was engaged in a sort of forlorn hope, that I may retire whence I had come, because the working men of Drogheda were so sleepy, and so apathetic to their own interest that I would not be able to spur them in any manner at all to realise to themselves what was the value of their labour. But after the first Sunday's meeting I had in these rooms above there, I formed quite a different opinion of you. (Hear, hear.) I found that as Irishmen you had those warm hearts peculiar to your race, and that there was a manly principle within you that only required stirring up, and I set myself to work to stir up that manly principle of determination by which you have realised your demands to-day in their fullest integrity. (Cheers and cries of "Union.") Well, regarding the men that I am most immediately concerned with—the sailors and firemen of Drogheda—their was indeed an almost hopeless case when they were down in the "Slough of Despond" with tyrants above them having, so to speak, all the weight of a Juggernaut crushing them and grinding them down. But after having addressed them once or twice, and been in communication with them for some short time, the spirit of true Unionism began to work amongst them, and the result of the struggle has proved they were men (applause), and they have been set an example that the principles of true Unionism are an efficacious remedy for almost every grievance from which they suffer (cheers); and I will not allow this meeting to pass over without recording my need of praise to the dock labourers of the port of Drogheda for the spirit of manliness which they have displayed in backing up the claims of the sailors and firemen. (Hear, hear.) At last Sunday's meeting I made you acquainted, dock labourers of Drogheda, that we had submitted our claims to the Drogheda Steamship Company for

the same wages and the same conditions of labour as prevail in Dundalk and Newry. At that time the Drogheda Steampacket Company had issued placards actually proclaiming all over the country the justice of the men's demands, because they had conceded what you asked to others; but they were not willing to give it to the men who had earned and accumulated their wealth and capital for them. They would not give to their old employes what they were willing to give to men whom they could get from the gates of jails and the wards of work-houses.

A voice—Or from Dublin Castle. (Laughter.)

Mr. Fitzpatrick—From the highways and bye-ways of the big cities of England—(cheers)—who were willing to come in to undersell their fellow-workmen here in their efforts to procure even a small measure of justice; and that they demand but a small measure of justice is proved by the fact that the Drogheda Steampacket Company has a reserve fund of £30,000 behind their backs, which represents your sweat and your blood. (Cheers.) But, my men, to-day by following up the principles of Trades Unionism, and being true to its doctrines, you have achieved a victory over the capitalist, and over those who had thought they were all powerful in Drogheda. What does your victory here to-day point to? It shows you that one man can only do one man's work; that one director is only able to do one director's work, and that the whole box and dice of them, chairman, secretary, manager and all, are powerless in the face of a combined body of men, with a common and a just object in view. (Cheers.) You have to-day freed yourselves; at least you have got a moiety of freedom from them; and I say be true to the cause, and there is nothing within the wide limits of reason that you ask for that you shall not receive in its fullest integrity. (Cheers.) Proceeding, the speaker dealt at great length with the progress of Unionism, its achievements and the possibilities within its grasp if properly utilised by the working classes. He described in a humorous way, the character of a crowd of "scabs," that came the previous morning by the *Norah Creina*, and also an interview with Captain Branigan. The "scabs" were banished from Drogheda, and he hoped there would be no more of them. The united action of the seamen of Drogheda on this occasion would do away with the hitherto received belief concerning them, that they were apathetic and unwilling to take action for their own protection. He returned his best thanks to the trades of Drogheda and to all who had assisted him in the present struggle.

Mr. Conachy, secretary to the Dock Labourers' Union, proposed the following resolution:—"That this meeting of Trades Unionists, cattle dealers, shippers and others concerned in the social welfare of the sailors of the nation, expresses its admiration of the one glorious stand made in Drogheda within the last two days by the sailors and firemen, and dock labourers in defence of their rights, and of the determination and loyalty displayed one to the other in enforcing recognition of their claims to fair wages and honourable conditions of labour."

Mr. Thomas Day, in seconding the resolution, returned hearty thanks to all concerned in bringing the present dispute to so speedily and successful an issue. As far as their temporal affairs went, their salvation lay in Unionism. He saw to a great extent their representative men were absent that night. So long as the representative men were called upon to fight for the farmers, they did it because they expected the farmers would come into their shops and deal with them, but in the efforts of the working-men to gain a miserable bit to eat, and often not enough of it—(laughter)—the representative men were absent. They were afraid the labour movement might lessen their dividends by a fractional percentage. However, notwithstanding this, he was sure that if they were true to Union, before long they would have a united Ireland that nothing could sever. (Applause.)

Mr. Joseph McCarthy supported the resolution. He said the sailors and firemen of the port of Drogheda to-day had won a glorious victory; but there was another struggle at the other end of the town that demanded their moral support. The men of the West Gate factory had been out now for a month and they wanted the support of the victors of to-day for them. (A voice—You must get it.) In addition they wanted their financial support if necessary. There were already enough of idle men in the town of Drogheda; and the man that was responsible for what had occurred at that factory was brought there to work the factory on cheaper principles than anyone else, and he thought it necessary, accordingly, to sack the remainder of the men and boys in the firm. He wanted the meeting to record their protest against this action; and he hoped Mr. Fitzpatrick would either stay with them or pay them an occasional visit during the struggle.

Messrs. Monaghan and Watson also addressed

the meeting, after which the chairman put the resolution which was carried amidst applause.

The car containing the speakers then proceeded in the direction of the Steampacket Company's office, followed by the band and the entire crowd. Here they made a halt, and some cheers were given.

They afterwards returned to the Mall where they dispersed.

BEFORE Sheriff Robertson in the Forfar Sheriff Court on Thursday, Nicoll Cook, master of the steam trawler *Royal Duke*, was fined £5 for trawling within the three mile limit off Montrose Ness.

THE SHIP "DUNEDIN."—Considerable anxiety is felt concerning the safety of the *Dunedin*, which left Oamaru for London on March 19, and has not since been heard of. The vessel is a regular New Zealand trader, belonging to the Shaw, Savill, and Albion Company, and is bringing home a cargo consisting chiefly of frozen mutton and 1,150 bales of wool. On previous occasions she has usually made the passage in 80 or 90 days, but she is now 115 days out, and 70 guineas has, we understand, been paid for reinsurances on her at Lloyd's.

ACTION UPON ADVANCE NOTES.—At the Hull County Court, on the 10th inst., a case of importance to boarding-house keepers and seamen was heard. This was the case of Anderson v. Roberg & Co. Mr. T. Spurr appeared for the plaintiff, and Mr. H. T. Kemp, barrister (instructed by Mr. Whitehead, solicitor, Hull), for the defendants. The plaintiff was a refreshment-house keeper, who had assisted in finding sailors for a Swedish vessel named the *Ahus*, and had received certain advance notes signed by the sailors. It was alleged that defendants, who were shipbrokers, and acting for the vessel, had promised to pay these advance notes if the plaintiff would provide a crew for the ship. The men were shipped, and the vessel sailed, and was subsequently lost, and an action was now brought against the shipbrokers on the ground that they had expressly promised to pay the notes, and had received the money to do so. The defendants, however, denied this, stating that they had neither received the money nor given any such promise as alleged. On their behalf Mr. Kemp objected to the action upon the advance notes on the ground that an advance note not being an allotment note under the Merchant Shipping Acts, requires to be stamped as a bill of exchange, and not being stamped could not be given in evidence, and therefore any action brought upon it must fail. Mr. Spurr argued that the advance notes were used only for a collateral purpose, and did not need any stamp, and also that he was not suing upon the notes but on the promise to pay the amounts of them. After a lengthy legal argument His Honour, Judge Bedwell, decided that the advance notes did require stamping, and could not be put in without a stamp, or made use of in any way. He therefore gave a non-suit against the plaintiff with costs, but allowed leave to appeal.

TERRIBLE EXPERIENCES AT SEA.—*Inchcape Rock*, of Glasgow, from San Francisco, arrived at Queenstown in command of Mr. Carson, chief officer, who reports that on April 12, when in lat. 55 S., long. 80 W., a fearful hurricane veering from W and N.W., was encountered. At midnight on that date the vessel was struck by a terrific sea, which threw her on her beam ends and washed overboard her late master, Captain Armour, and two seamen, named John Adams and Frank Hayes, who were instantly drowned. The waves swept the decks fore and aft, carrying away every moveable, and rolling into the cabin, killed the steward, Robert Baird, whose remains were found the following day in a horribly mangled condition. A seaman named Bertie Doddleman was killed in the fore-castle, and several other members of the crew received serious injuries. The crew jettisoned cargo to lighten the vessel, and after considerable labour succeeded in getting her upright, but then another difficulty presented itself, for without nautical instruments, which had been swept away, the vessel could not be navigated. Mr. Carson, chief officer, assumed command, but was unable to ascertain the position. Four days after the disaster occurred a vessel hove in sight in lat. 55 S., and long. 75 W. which proved to be the *Kildonan*, of and from Swansea for Valparaiso. Her captain rendered every assistance in his power, and on Mr. Carson informing him that even short-handed as he was, and with the damages the vessel sustained, he would if he had nautical instruments continue on his voyage, and would not make for a port of refuge. Capt. Jones supplied the necessary charts and instruments, and the vessel resumed her voyage; and sufficient temporary repairs having been effected, and though boisterous weather was occasionally experienced, especially between Cape Nord and 27 south latitude, no further damage was sustained.

FEDERATION OF BRITISH FISHERMEN.

By A FISHERMAN.

This work, from which the fishermen expect to reap great harvests in several ways, originated in the brain of Mr. C. H. Cook, secretary of the South Shields Fishermen's Society, who wrote letters to the Hull Society and the Grimsby Trawl Fishermen's Protective Society as early as October, 1889, on this subject, a copy of which letter is now laid in my drawer, but the thing went no further until after Dec. 9, at which date the Grimsby Fishermen's Trade Union was floated by a meeting consisting of 83 men, who having met first on Nov. 30, decided to form this institution, and on the above-named date (Dec. 9, 1889) entered the men on to the muster roll of what we believe to be one of the best institutions ever started in this country to foster and protect the interests of all classes of fishermen. A first qualification a man must possess is a practical experience of four years' fishing, and he must be 19 years of age before being admitted as a member. The committee, consisting of fifty practical fishermen, in the first part of their deliberations decided to form, or try to form, one great federation of British fishermen, and with this object in view, wrote letters addressed to a newspaper in Yarmouth, Ramsgate, Lowestoft, Boston, Blackpool, Fleetwood, Shields, Plymouth, Portsmouth, Aberdeen, Scarborough, and Hull. At Ramsgate, a friend of the fishermen got this letter inserted for us, and the Hull and Yarmouth papers spoke of the work. We asked the fishermen to accept the right hand of fellowship which we held out to them, and help us to make this National Fishermen's Union an accomplished fact. The Hull Trawl Fishermen's Protective Society accepted the hand we offered, and Shields has done the same, and to-day, with the co-operation of the Grimsby Trawl Fishermen's Protective Society, we are working the coasts round, and have visited Yarmouth, Gorleston, Lowestoft, Ramsgate, Leith, St. Monice, Aberdeen, and Scarborough. We have by our delegates, consisting of men from Shields, Hull, and Grimsby, shown the fishermen that we not only believe Unity is strength to oppose imposition and wrong, but that if we are agreed among ourselves as to what we wish the country to do for us in the shape of harbour accommodation, and we, the 140,000 fishermen, with one voice having met through our delegates at some central spot, should determine that in our opinion two large harbours are needed; say, for instance, one on the east coast and one on the west, and show the great saving of life and property that would take place if such accommodation was provided, I think some of those millions of money which we sometimes read are wasted, would perhaps be spent in preventing the loss of life of a good many of our men along the coast and be a lasting blessing to the fishermen and sailors on our coasts for centuries to come. Speaking of loss of life at sea puts me in mind, Sir, that we have a committee in Grimsby chosen by Mr. Samuel Pimmsoll, to investigate the statistics of loss of life last year, given to him by the superintendent of the Board of Trade at Grimsby, and report on them. This committee consists of Geo. Beacher, John Wadmore, Robert Dunning, Richard Douglas, Sidney Melhuish, Mr. Young, secretary of the S. & F. Union, Robert Frayne, secretary of the Grimsby Fishermen's Trade Union, and Captain Fletcher, of H.M.O. *Beaver*, having gone carefully through them, we find it is possible to stop some of the loss of life, and we have shown that the 60 men lost with vessels and all hands, had in several instances no business to have been lost. The vessels should have been condemned years before they were lost. Of the thirty-three washed overboard, we say many of the casual hands are lost through inexperience, not being able to take care of themselves, and we entirely ignore a statement made by some fossilised fishermen of Grimsby, that it is through the incapacity of those in charge of the fishing vessels, for whoever heard of a wreck in the North Sea, but that if a smack comes on the scene, out goes the boat. They never wait for competent men to come. They are generally there if there is any dirty weather to go through. Feather-bed fishermen are not required, but men that can get into the boat and save perishing fishermen, or sailors, as the case may be, and this is done by our men every gale of wind that blows. It has been a common thing to hear that fishermen are fools. Well, we will own we have not always looked after our interests to the best of our ability, but the year 1889 has gone, and with it has gone the idea that anyone will look after our interests as well as we can ourselves, and anyone wishing to help the fishermen in any way, we would advise them to deal with the men direct through their own Societies, where practical information may be obtained regarding all classes of fishing.

SHIPS SPOKEN.

Alvo, s, bound south, June 29, 38 N, 74 W.
Acturus, British barque, Smith, Dublin to Sydney (C.B.), June 22, lat. 48, long. 44.
Agnes Linck, bound west, July 4, 47 N, 26 W.
Aberystwith Castle, of Liverpool, Pisagua to Falmouth 92 days, July 1, 42 N, 37 W.
Arispa, schooner, of Glasgow, July 10, 44 N, 9 W.
Argonaut, for San Francisco, June 27, 27 N, 24 W.
Alexander Gibson, ship, New York to San Francisco 28 days, June 10, 5 N, 30 W.
Aeolus, San Francisco to Dunkirk, June 25, 35 N, 37 W.
Argonaut, ship, of Greenock, London to San Francisco, July 2, 23 N, 23 W.
Bracadale, of Glasgow, New York to Melbourne 22 days, June 15, 8 N, 31 W.
Benlarig, British ship, Cardiff to Santa Rosalia 47 days, April 7, 46 S, 61 W.
Cockermouth, for Dunkirk, May 31, 18 S, 24 W.
Canmore, barque, of Dundee, Calcutta to Dundee, July 11, 48 N, 10 W, supplied with provisions.
Cockermouth, of Liverpool.
Calcutta, English barque, all well, June 8, 49 S, 65 W.
Camp Hill, of Liverpool, Pisagua to Falmouth 92 days, June 29, 39 N, 40 W.
Craigierne, of Greenock, San Francisco to Plymouth, July 2, 42 N, 37 W.
Crofton Hall, of Liverpool, San Francisco to Havre, 110 days, July 4, 40 N, 30 W.
Carniola, West Bay to Bristol Channel, June 26, 43 N, 43 W.
Cape Wrath, British ship, Port Pirie to United Kingdom, May 5, off Cape Agulhas.
Cyril, of Falmouth, steering NW, June 30, lat. 44, long. 36.
Columbia, s, Southampton to New York, July 7, 47 N, 35 W.
Charles E. Moody, ship, New York to Port Townsend, April 4.
Dorian, s, bound north, June 26, 24 N, 74 W.
Derbyshire, July 1, 42 N, 32 W, supplied with provisions.
Duntrune, outward bound, July 13, off Portland.
Elly Lund (?) English four-masted vessel, April 9, 23 S, 55 E.
Elginshire, for Liverpool, June 24, 34 N, 29 W.
Earl of Dalhousie, four-master, of Dundee, all well, July 12, 48 N, 6 W.
Ednyfed, ship, London to Melbourne, all well, June 8, 3 S, 29 W.
Edenholm, barque, of Maryport, steering south, June 19, 6 N, 26 W.
Francis, of Salcombe, July 7, 42 N, 11 W.
Famenoth, barque, of Aberdeen, from Cardiff, July 9, 51 N, 7 W, all well.
F. S. Ciampa, for San Francisco, May 5, off Cape Horn.
Genista, Liverpool to Calcutta, May 28, 22 S, 28 W.
Glenlyon, British barque, steering WSW, July 8, 42 N, 12 W.
Helen, of Plymouth, June 15, 26 S, 43 W.
Hope, barque, South Shields to Valparaiso, June 13, 8 N, 26 W.
Hampton Court, German barque, Philadelphia to Bremen, July 4, 41 N, 70 W.
Inca, for Valparaiso, June 25, 9 N, 26 W.
Inverness, barque, of Swansea, steering south, all well, July 1, 20 N, 24 W.
Janet Cowan, British ship, all well, June 22, 7 N, 28 W.
James L. Harway, English barque, steering SW, June 19, 6 N, 26 W.
Jacob E. Ridgeway, ship, steering south, June 19, 1 N, 31 W.
James Livesey, barque, of Liverpool, steering NW, June 28, 1 S, 31 W.
"Jupers," ship, bound west, June 20, 39 N, 55 W.
Kirkmichael, of Liverpool, Pisagua to Hamburg 35 days, May 8, 56 S, 63 W.
Kenmore, for Wellington, June 26, 13 N, 25 W.
Kingdom of Saxony, barque, London to Wellington 36 days, June 6, 5 S, 29 W.
Loch Doon, English barque, 34 days, June 5, 5 S, 30 W.
Lieutenant Maury, for Victoria, June 17, 17 S, 36 W.
Little Secret, schooner, of Fowey, July 10, 45 N, 40 W.
Ladstock, of Liverpool, Adelaide to Falmouth 99 days, June 29, 39 N, 40 W.
Latona, bound east, June 28, 44 N, 40 W.
Lothair (supposed), of London, July 15, signals indistinct, by the Sam Mendel, off Aldborough.
Largo Law, of Glasgow, outward bound, all well, June 14, 9 N, 26 W.
Mermerus, for Melbourne, June 23, 1 S, 29 W.
Merlin, Norwegian barque, bound east, June 21, 41 N, 60 W.
Maraval, British ship, Sourabaya to Falmouth, April 14, 22 S, 73 E.

Marabout, British ship, Iloilo for Montreal, April 30, 27 S, lat. 38.
Maelgwyn, for Rio Janeiro, June 26, 13 N, 25 W.
Majestic, barque, Newcastle to San Diego, June 20, lat. 39, long. 149 W.
Noddleburn, English barque, steering south, June 7, 29 S, 39 W.
Norcross, barque, of Fleetwood, steering south, July 1, 20 N, 24 W.
Ocean Wave, for Saffi, July 9, 41 N, 9 W.
Patriarch, of Aberdeen, all well, June 14, 9 N, 26 W.
Patruus, English brig, bound west, July 4, 44 N, 38 W.
Phantom, brig, of Caernarvon, July 12, off the Needles.
Ragnar, British barque, Rio Janeiro to Miramichi, June 22, 6 N, 39 W.
R. A. Calderon, of Liverpool, Liverpool to Iquique 32 days, June 5, 3 S, 30 W.
Rochhurst, Horn Island to Continent, July 1, 42 N, 32 W.
Rozella Smith, British brig, Green, New York to Ship Island, June 16, lat. 29, long. 64.
Slavonia, s, steering west, July 7, 50 N, 8 W.
Star of Persia, June 11, 6 N, 28 W.
Solitaire, ship, Sewell, San Francisco to London, May 29, 8 N, 119 W.
Samaria, s, bound west, July 9, 46 N, 38 W.
Stracathro, for San Diego, June 27, 27 N, 24 W.
Southesk, bound west, July 9, 48 N, 15 W.
St. Norange (?), British steamer, steering west, 48 N, 34 W.
Trossachs, of Littlehampton, all well, July 7, 44 N, 9 W.
Umzinto, s, steering south, July 1, 7 S, 4 W.
Vale of Nith, for Coquimbo, May 5, off Cape Horn.
Voladore, for River Plate, July 10, 44 N, 9 W.
"Volantia," of Greenock, homeward-bound, June 12, 7 N, 25 W.
Waipa, for Canterbury, July 11, 49 N, 7 W.
Westward Ho, for Valparaiso, 28 N, 23 W.
Waipa, of London, bound west, all well, July 11, off Land's End.
Wandering Jew, ship, Nichols, New York to Melbourne, June 22, 36 N, 65 W.
W. G. Russell, British ship, Liverpool to Quebec, June 25, 45 N, 44 W.
Yallaroi, ship, of Aberdeen, steering SW, July 7, 40 N, 14 W.

THE sailmakers of Dundee have agreed to accept an advance of 1s. per week on the pre-ent rate of wages.

THE Shipmasters' and Officers' Union is making rapid progress. At the Sunderland Branch alone no less than 23 new members joined last week. Good luck to Captain Lee, the Sunderland secretary, who is thus backing up the indefatigable Captain Luccock.

CAPTURE OF FRENCH FISHING BOATS.—Three French fishing boats were on July 14 observed with their nets down within two miles of Southwold. A yawl was launched from the beach, and the chief officer of the coastguard, with several men, went in pursuit. After a short chase two of the boats were captured, and the crews were taken to Lowestoft.

BRITISH SEAMEN IN CONTINENTAL PORTS.—The British Consul at Dunkirk in his last report again refers to the position of discharged British seamen at his port, of whom there were over 2,000 last year. The figures show that less than half the wages paid in cash are remitted home by the seamen by means of the money order system. The cause of this is said to be "the persuasive eloquence of the crimps, whose interest it is to prevent the men from taking orders to the Consulate, and who, in too many instances, unfortunately prevail. If the well-wisher of the seamen could get hold of him before the crimp, and give him the option of leaving at once, I believe large numbers would do so. Many a poor fellow robbed of his wages, has said to me, 'I know my weakness, but I can't help it; if drink is offered to me I must take it, and then I am lost.' The only way to help such persons is to give them the opportunity of getting away from the paying off port before the crimp can offer the temptation, and to send their money after them. . . . When the money is sent to the home port there the seaman must go, and the majority of them have relations of some kind who will take care it is not utterly lost, as it would have been in a foreign port." The Consul is not in favour of the suggested plan of paying the seamen monthly or in every port; it would, he thinks, do no good, and would increase desertions. He still thinks that the "midge" system would be of great advantage to seamen at the large discharging ports between the Elbe and Brest, and that it would be the best means of preserving their wages from being squandered there.

IN THE DOG WATCH.

Our poetical correspondent Neptune has turned up again, and has sent us some lines, "On the loss of the yacht *Mignonette*," which we regret that we have not room for this week.

Dr. C. H. Leet, Derby-road, Bootle, Liverpool, writes that he has forwarded a copy of his pamphlet "The Ship's Surgeon of To-day," with reprints of his letters on Ship Sanitation, to all the Branches of the N. A. S. & F. Union, but that, as some have not been acknowledged, probably through miscarriage, he will be glad to supply others upon application.

We have to thank several correspondents for kind congratulations on the lines suggested by the starting of the International Seamen's Union in America, which appeared in SEAFARING of June 28. One person, a high authority on such matters, terms them powerful and true poetry, and asks the poet's name. As he is not the only person who wants to know, we may state that the lines were written by the originator, proprietor, and editor of SEAFARING.

That seafaring men, as a class, are a set of drunkards is a common delusion among landmen, but it is not the experience of the superintendent of the London Sailors' Home, who has had many years' experience of them. That gentleman informs us that the seamen drink so little that the bar in the Sailors' Home does not pay expenses. A more conclusive reply to the charge of drunkenness against seamen, as a class, could not be made, and we heartily thank the kindly and courteous superintendent, Mr. Baldwin, for the information.

The crew of the steamer *Melrose Abbey*, of Cardiff, write to us complaining of the provisions served out to them on a voyage from Middlesbrough to the Baltic, asserting the food to be bad in quality and insufficient in quantity, except the biscuits, of which they could not get enough without being growled at. The crew say that they are sure the owners of the *Melrose Abbey*—Messrs. Pyman & Watson, of Cardiff—do not know of this, and suggest that the steward should not be allowed to go to sea. Perhaps the Cardiff Branch of the Union will look into this matter.

Under the heading of "By Tyne and Wear," the *Northern Leader* has the following:—"Notwithstanding the depression in the shipping trade, the sailors and firemen continue to maintain the advantage they have won. This is owing to their organisation, which is, from all accounts, growing in numbers, power, and influence day by day. This foreigners are beginning to see. At present the Danish sailors are on strike for an advance of wages, and they are receiving every assistance from the Union of the British sailors." The italics are ours.

"This card is granted to A. Cowie, Esq., editor of the paper SEAFARING, as a mark of the respect and esteem in which he is held by the shipmasters and officers of Great Britain and Ireland, Archibald Cowie having done more for this Union than any individual member ever can do."

So reads the inscription on part of the card of an honorary member of the Shipmasters' and Officers' Union which has been sent to the editor of SEAFARING by Captain Luccock. The editor of SEAFARING can only say in reply that he is happy to find that the Shipmasters' and Officers' Union has benefited by his efforts, and still more pleased to learn that, as the papers state, the Union has been the means of obtaining more adequate remuneration for its members.

A naval correspondent writing to a paper on the subject of crimping says:—"When Mr. Chamberlain was President of the Board of Trade, he had an Act passed which arranged that half the wages of seamen on long voyages should be paid monthly to their bankers, so that on paying off, that half of their earnings need not be handled, and only the residue would be actually taken over the counter. This Act has been inoperative, because it was not made compulsory on the employers. If 'may' was turned into 'shall' in Mr. Chamberlain's Act, and if it was voted that crews should be paid wages up to and including the day of discharge and payment, the interval of three days now taken to make up the ship's accounts would be readily shortened into three hours, and the whole crimp or credit system, at home and abroad, would die a natural death, as it has done in the man-of-war ports, Portsmouth and Devonport, by alterations in the naval system of paying wages." We commend this subject to the attention of the Seamen's Union.

CORRESPONDENCE.

SHIPMASTERS' AND OFFICERS' UNION.

To the Editor of "Seafaring."

DEAR SIR,—Now that the Union of Shipmasters and Officers of Great Britain and Ireland is established in twenty-four of the principal ports in the United Kingdom, the masters and officers have an opportunity that may not occur again. A though they have tried before to launch a local Union in several ports in the past, they were always stranded for the want of unity and combination. I now appeal to every master or officer holding a certificate of competency, to do his duty to himself and to others who are trying to place themselves in a better position, by joining the above Union, so as to give more power to any committee or executive who may be formed, to appoint a deputation of shipmasters and officers to meet the Shipowners' Association in a conciliatory spirit, and ask for an advance of wages in a ratio with the engineers, so as to equalise the responsibility and trust that is placed in their charge; for in many instances—let the ship or steamer be what size she may—there are in too many instances the smallest remuneration that can possibly be given to them for their services—not even allowed any pay for the extra hours of duty attending the loading or the discharging of the vessel. But many masters are to blame, as well as some of the shipowners and managers, for the cutting down tactics. Although he gains no direct benefit himself, he may think that the owner will imagine he is studying his interest by his own cut-throat principle, and yet many of the owners would not object to a fair remunerative scale of wages to their masters and officers, but they go with the majority which constitutes the rule of the port the vessel sails from, and that forms the scale of wages. But the Union would draw up a scale of wages which would become general in all ports, suitable to the size of the vessel and the trade she would be employed in. This scale would be presented to the Shipowners' Association for their consideration, therefore, one and all join the above Union. Then you will be able to expect to be placed in that position you have a right to hold by the certificate of competency granted you by the Board of Trade, the same as any other professional men who have to pass an examination for their certificate.—Yours in unity,

A SHIPMASTER.

LUMPER'S DISPUTES AT TORQUAY.

To the Editor of "Seafaring."

SIR,—As a subscriber to your valuable paper, and one who takes a bold stand to-day for the labour question, I take the liberty to inform you that to-day we are discharging at Torquay Harbour the schooner *Nina*, of Teignmouth, belonging to Messrs. Manly & Sons, coal merchants of this port, which loaded at Seaham Harbour with 300 tons of coals, and as none of the crew are Union men we find the crew doing lumpers' work. As the coal merchants have refused to give the coal lumpers 2d. per ton, the crew are discharging her at 1½d. per ton. I would like to ask the secretary of the Branch of the Seamen's and Firemen's Union at Seaham Harbour to have an interview with the crew when she again visits that port, and if he cannot get the crew to become members of the Union to prevent any Union men from loading her, as the lumpers here belong to the Dockers' Union, and as I, their secretary, shall correspond to the Branch secretary there of the Dockers' Union. I wish further to inform you that another coal merchant here (the owner of the steam collier *Torquay*) which generally gets her cargo at Sunderland, have lent the owners of the *Nina* a donkey engine for whipping out coals. I wish you to expose this action of these coal merchants, who have amassed wealth from the crews of their vessels and the lumpers. The demand that the coal lumpers are asking for here is: for discharging steamers 8d. per ton instead of 6d., time 6 a.m. to 6 p.m.; after this time 9d. per ton to be divided between the number of men who discharge her. For sailing vessels, all winch work 2d. per ton a man, whipping out coals three men each day, 1½d. per ton a man. In my next letter I will give you some information respecting the owners of the steamer *Torquay*.—Yours in unity,

W. H. SETTERFORD,
Secretary, Dockers' Union, Torquay.

THE CUNARD JUBILEE.

To the Editor of "Seafaring."

SIR,—Your paper enjoys the confidence of the Liverpool seafaring class, some 25,000 toilers afloat, so you will allow them to pour into your sympathetic ear another little grievance. The seamen of England's second largest seaport have been reading in all the local papers glowing accounts of the oldest Steamship Company, and can readily understand the expressions of self-glorification of the Cunard directors and the laudation of brother shipowners on their Jubilee day, also the account of the "sumptuous dinner provided for the office staff and dock officials of the Cunard Company, covers being laid for over 200, etc." But the speeches were conspicuous throughout by the absence of any kindly allusion to the faithful services of the crews—the despised sailors and firemen, perhaps the most important class of all their employees, who, for once at least in fifty years, might have been represented at a representative gathering of this great Company's servant—if only one sailor and fireman at a table to themselves just inside the door of s.s. *Seythia's* saloon. Have their services to the Company been attended by no acts of courage, self-sacrifice, staying powers, and *esprit de corps*? Has the chairman's proud boast of "never having lost a life at sea," no connection with the discipline of their permanent well-trained sailors? Only last month, June 7, at Boston, two firemen and a stoker, without divesting themselves of any clothing, plunged into the water and rescued a lady and her two children who had accidentally fallen into the water, between the vessel s.s. *Cephalonia* and the quay. They were not even passengers, only friends seeing the latter off on sailing day. Would not the Jubilee dinner have been a fitting occasion to record such gallant acts and thus helping to cement the link—of late too often strained to wretched breaking point—between employers and employed? Might not the praiseworthy efforts of seamen to organise themselves into a civilising brotherhood and Trades Union Society have received some graceful words of encouragement and advice in the shipowners' best interests? The chairman said, "from outside they received a great deal of advice, they received some wonderful letters." (Laughter.) Was this said sneeringly, Mr. Editor? If so, the head of the White Star Line unintentionally administered a wholesome reproof, when he said:—"The Dock Board, like other Corporations, was the better for a little outside pressure; it was the duty of the Steamship Companies to improve their vessels, and to give the best accommodation to the public." Of course, the public to get the best accommodation, even the Polish Jew, whilst the poor British firemen—"the backbone of the steamship" as Lord Beresford calls them—are to drag out a weary existence

aboard their house afloat, breathing a poisonous atmosphere in the face of Her Majesty's Sanitary Shipping Act of 1887, that, for the last 23 years, had ordered for them a "securely constructed, properly lighted and ventilated room, properly protected from weather and sea." I am, etc.,

BOOTLE.

July 7, 1890.

OVERLOADING.

To the Editor of "Seafaring."

DEAR SIR,—A week ago I was strolling along the quay of one of the Baltic ports, when I noticed a steamer that was very much overloaded, the upper part of her deck being just awash, and they were still piling the deals upon her deck. I pointed this out to one of the crew, who said that she was then not near so deep as she had been the previous voyage. He also told me that she was going to Rotterdam, which I suppose accounts for her being so much below her marks. Some of the crew spoke bitterly against the master for loading the ship in this manner, but when I asked them why they went to sea with her in such a plight, I got for answer, "If we speak about it, we shall get the sack." Sure'y it has not come to this pass, that a British seaman thinks more of being discharged than he does of endangering his life by going to sea in an overloaded ship. I have been with masters who have made all kinds of excuses when spoken to about overloading their ship. One master said, "She is only four inches over her mark, and it is summer time." Another told us that he had made a mistake and engaged too much cargo, and that it would be a great expense if he had to send it back. Is it not strange that masters never make the mistake on the other side. Another excuse that is often made by different masters. We are told that the water is fresh and that the ship will lift as soon as she gets out of harbour, when we know that the water is just as salt inside as it is at sea. I was once told by a master that the water was fresh at the entrance to Bilbao river, which, by-the-bye, is a port where I think masters often allow a good margin "for fresh water." I will here add that the steamer I have referred to as being overloaded belongs to Leith, and if I should ever come across her again being overloaded, I will not only give her port of register but her name as well. I would like to know whether the master of this Leith steamer had orders from his owners to overload his vessel, or whether he is doing so of his own accord. However, one thing is certain—the owners must know by the amount of cargo the ship is taking that she is below her mark. It is all very well for the shipowner to put the mark upon his ship's side and say, "that is the depth to which I load my vessel." But so soon as that vessel leaves a British port things alter, for where an English vessel is trading between two foreign ports, I can truly say that nine ships out of ten sail below their marks. I have seen steamers myself arriving at Antwerp, Rotterdam, and Amsterdam, that have been down to their marks after making a passage of five and six days from the Baltic. And why is this? Simply because it is an understood thing between master and owner that she shall be so. If the owners wished to put a stop to overloading they would only have to say to the masters in their employ, "We do not wish you to load our ship below her marks," and I venture to say that there is no master who, in the face of this order, would wish to endanger his life, and the lives of his crew, by overloading his vessel. Thanking you for past favours—I remain, dear sir, yours, &c.,

THE MAN WITH A CARPET BAG.

OUR MERCHANT SEAMEN.

To the Editor of "Seafaring."

SIR,—I beg to call attention to what I consider a very unfair thing, and that is in the way the Government treat our old, time-expired Royal Navy Reserve men with their pensions. When a man has served 20 or 25 years in the Naval Reserve and is no more fit for the service, he is turned out with the prospect before him that, if he lives to the age of 60 years, he will then enjoy the handsome pension of £12 that the Government has laid out for him for his 20 or 25 years' service as the case may be. There are a few, and a very few, who have got their pension before the required age, and they had a very difficult job I can tell you. In the first place they had to be keel-hauled by the doctor and found to be either almost blind, or all broken up inside. Now, those who get their pensions before the required age must not do any kind of work to help to augment their income, or, if they were caught, the pension would be taken away again. I would like to ask any of you if you think £12 a year enough to keep any man who perhaps has a

wife as much needing a pension as himself. Yet he must not work at any light job to try and support himself and his partner for fear of losing this almighty sum of £12 yearly. On the other hand, I would like to ask the public how many sailors live to the age of sixty years? If I were asked I would say one out of every 100. If he has enjoyed his pension for two years, and has served twenty-five years, he is being recompensed with something less than £1 for every year he has served. These are good prospects for our young reserve seamen to enrol after the first five years. If the reserve says a word they say, "Oh, you are non-continued service men, and not entitled to a pension the same as the continued service men are." But I can't see that. I think after a man has served his time in the reserve he is just as much entitled to his pension as any continued service man is to his. When a continued service man leaves the service with a good pension, he is not restricted from doing any kind of work, no matter what his age may be. Now I think it is a shame to see so many time-expired reserve men knocking about Dundee, and other places as well. I have seen them refused work myself for no other thing than their inability, and still they can't get their pensions until sixty years of age. How these poor old shells live pulls me altogether. I have often wondered if any of them applied for parochial relief, for I can't see how they get along at all. Now, sir, since our members of Parliament have taken up the case of the old soldiers, perhaps they might be kind enough to say a word in behalf of our time-expired Royal Naval Reserve men towards getting their pensions when their time is up in the reserve. I hope I will hear some more said about this by some of my better learned friends who take an interest in the seamen of Great Britain.—I am, etc.,

A COMMON SHELL-BACK.

Dundee.

LABOUR AND HUNGER.

To the Editor of "Seafaring."

DEAR SIR,—I pen these lines on board the Liverpool s.s. *Sirius*, to let the public know the conduct of the chief steward and chief cook for the way they starved the crew of the above-named ship, on the passage from Rio Janeiro to New York. The food we got was something disgraceful—salt horse of the worst description. In fact, the food was so bad that the captain's dog would not touch it. For breakfast we had a mixture called hash, three days a week. The other day we got rotten fish and porridge respectively. Dinner was as bad, and the tea was water turned black by some means, but not by tea, together with some salt horse of the same quality as described above, with hard tack. Liverpool pantries are known all over the United Kingdom for their inferior quality, so we had a hard time of it on a tropical voyage like this one. As there was plenty of good food in this ship when the former steward was in, that shows it is this steward's fault. He wears a badge on his cap with the letters L & H. It represents the owners, Lamport & Holt, but when it's on him it represents labour and hunger combined. Hoping that you will have the kindness to insert this letter in your valuable paper—I remain, yours in unity,

THE HUNGRY MAN FROM BOOTLE.

New York, June 24, 1890.

GRIEVANCES.

To the Editor of "Seafaring."

DEAR SIR,—I take your paper every week, and am sorry to see that Hull is far behind in wages and unity. Captains and officers in many boats are receiving less than their engineers. The meaning of captains paying the owners for running their boats is this, the owners pay the captains about £160 per year, but the captain must pilot the river, which would cost the owner for 52 voyages, £260. Now you see the owner pockets £100. This is what I mean when I say the captain pays the owner for the honour of taking the steamer the voyage. The only thing is, I should like to show this Hull weekly trade the wrong they are doing themselves and others that come after.—I am, dear Sir, yours respectfully,

Hull, June 30, 1890.

SEAFARER.

To the Editor of "Seafaring."

DEAR SIR,—Just a note to state our grievances in this boat. We are short-handed, being one fireman and one sailor short, and out of five sailors there is one kept up all day for to work, the remaining four having to keep watch from the wheel to the look-out. If a sail has to be set, the man

from the look-out has to come down, along with the officer from the bridge, to do it, leaving the man in the wheel-house to look after the ship. I can remember that on May 30, a man-of-war under full sail, showing his green light on our port bow. Had the man at the wheel not seen this light, we would have been run into, but the man at the wheel starboarded his helm without orders, saved both vessels for the man was off the look-out, and right aft, calling the mate at that time. Another thing, she is a 1,000 ton reg, and only carries five sailors and three firemen, and nothing to eat in her. I hope you will oblige us by showing up our grievances in the paper.—I am, yours, etc.,

ALEX. FARQUHARSON.

A Leith Steamer.

June 9, 1890.

WIDOWS AND ORPHANS.

To the Editor of "Seafaring."

SIR,—We, the undersigned, would beg of those who have subscription lists out on behalf of the widows and orphans of the sailors and firemen of the *Julia Wiener*, to return the same as soon as possible to the secretary, Thomas Clements, 144, Livingston street; treasurer, William Simms, 15, Price-street, South Shields.

MEMBERS OF SOUTH SHIELDS BRANCH.

NORTH SHIELDS BRANCH.

To the Editor of "Seafaring."

DEAR SIR,—As an old hand at North Shields, there is not much alteration in the style of shipping. I may say that as long as ships belonging to other ports come to sign on there is very little trouble, but as soon as a ship belonging to the town comes then the war begins. I don't see why there should be any difference. They have the same place in the freight market. I don't say there is a compact between their owners and the shipping office, but it does not look genuine. The names of their owners are looked up to by the working-men of the town. Some of them are very good to the poor of the place, but as to the seamen, they don't pay the attention they ought to. But, as an old hand, I can tell them they will have to answer some ugly questions when the time comes. Trusting you will find a small corner for this, I remain—

AN OLD CORNER BOY.

SEAMEN AT PLYMOUTH.

To the Editor of "Seafaring."

SIR,—I, George Holland, of the New South Wales Branch of Australia, have boarded at Mr. Stephens' Union boarding-house in Plymouth, and I am very well pleased with the treatment I received; and I may say there is great credit due to Mr. and Mrs. Stephens for the way in which they carry out their arrangements, and the way they treat our Union sailors.—I am, Sir, yours in unity,

GEORGE HOLLAND.

Plymouth, July 8. Boatwain s.s. *Merionethshire*.

MR. BROWN AND "SEAFARING."

To the Editor of "Seafaring."

SIR,—I have read the paragraph in your issue of 12th inst., headed "Due to Mr. Brown." In justice to yourself I feel bound to state that your handsome withdrawal of adverse comments on my conduct has arisen, not from any pressure on my part, but from your own voluntary act. Any man may err, but only a gentleman will admit it.—I am, Sir, your obedient servant,

T. WATSON BROWN.

July 15, 1890.

TO CORRESPONDENTS.

SAILOR TOM.—We cannot deal with anonymous letters.

ADMIRER.—Your first question is one for a lawyer, your second for a physician, your third for a parson, and as we do not profess to be either lawyer, physician, or parson, we cannot reply.

CONSTANT READER.—Apply to the Branch secretary at Barrow, whose address will be found on page 8 of SEAFARING.

"Tyneside Donkeyman."—We should not publish your name unless you wished it, but unless you send your name as a guarantee of good faith we cannot print your letter.

The Editor of SEAFARING is reluctantly compelled to hold over till next week several valuable and interesting letters.

SEAFARING MEN

SHOULD JOIN WITHOUT DELAY,

AS THE

ENTRANCE FEE IS BEING RAISED,

THE

NATIONAL AMALGAMATED

SAILORS' AND FIREMEN'S UNION

Of Great Britain and Ireland.

Among the chief objects of this powerful Union are:—

To obtain reasonable Hours of Duty, and maintain a fair rate of wages;

To provide for the safety of Ship's Work;

To provide a good Class of Men, who shall be on board at the appointed time, and in a sober condition, ready for work;

To provide assistance in case of Illness, Accident, and Shipwreck; and

To provide Legal Assistance for all Claims and defences.

Full particulars may be had of any of the Secretaries, whose names and addresses are:—

ABERDEEN.—Jas. C. Thompson, 49, Marischal-street, secretary; J. S. Watt, Esq., advocate, 7, King street, law agent. Meeting, in the Offices, 49, Marischal-street—contributions, 7 p.m.; business, 8 p.m., every Monday evening.

AMBLE.—G. H. Guthrie.

ARBROATH.—J. Wood, 17, Ferry-street, Montrose.

ARDROSSAN.—W. Galbraith, 50, Princes-street.

BARROW-IN-FURNESS.—E. Clayton, 21, Hindpool-road. Meeting, Monday evening, 7 p.m., at office.

BARRY DOCK.—J. Harrison, 4, Station-ter., Cogan, secretary; J. H. Jones, Esq., St. Mary-street, Cardiff, solicitor; Dr. Gore, medical officer, High-street, Barry. Meeting, Thursday evening, 7.30, at the Barry Hotel, near Barry Railway Station.

BELFAST.—R. Price, 41, Queen-square.

BIRKENHEAD.—Alexander Shepherd, 12, Taylor-st. Meeting, every Wednesday evening at 7.30 p.m.

BLYTH.—James Heatley, 9, Market-street. Meeting, Tuesday evening, 7 o'clock, at Mr. Thompson's Cocoa Rooms, Waterloo, Blyth.

BO'NESS.—F. F. Gant, Pierhead. Office hours, 9 a.m. to 5 p.m.

BOSTON.—

BRISTOL.—T. J. Dancy, 45, Prince-street, Queen's-square, secretary; Captain C. T. Taylor-Rae, president; Dr. Tristram, 115, New Cut, medical officer; Mr. Cross, May-chambers, Clare-street, solicitor; Captain Langdon, 69, Queen-square, treasurer. Meetings, every Monday evening, 7.30 at The Ship, Redcliff Hill; every alternate Saturday, 7.30 p.m., at Steam Packet Hotel, Horwell-road.

BURNTISLAND.—Jas. Moody, 12, Somerville-street, secretary, who is to be found at the office till 9.30 p.m. any night; Alexander Mackintosh, Esq., 41, High-street, law agent. Meeting, every Monday evening at 7 p.m.

CALCUTTA.—70, Bentinck-street.

CARDIFF.—John Gardner, Sailors' Union Institute, West Bute-street, secretary; Dr. De Vere Hunt, Westbourne-crescent, Canton Bridge, near Bute Castle, medical officer; Joseph Henry Jones, Esq., St. Mary-st., solicitor. Dr. De Vere Hunt attends at above Institute daily at noon.

CORK.—Michael Austin, 6, Patrick-street.

DROGHEDA.—James Fitzpatrick, Quay-st., Dundalk, secretary. Agent in Drogheda, John Castell, 123, Chord-road, Drogheda.

DUBLIN.—John Dench, 87, Marlboro'-street, Meeting, Friday evening, 7.30 p.m., at 87, Marlboro'-street.

DUNDALK.—J. Fitzpatrick, Quay-street, secretary.

DUNDEE.—C. W. Millar, Mariners' Hall, 48, Candle-lane, secretary; Messrs. Cowan & Dunbar, 3, Reform-street, Dundee, solicitors. Meeting, Monday, 7 p.m.

DOVER.—Albert Martin, 33, Bartholomew-street, Charlton, secretary. Meeting, 13, Commercial-quay

FLEETWOOD.—J. Davidson, Sailors' and Firemen's Union, corner of Dock and Albert-streets, secretary; F. Addie, Esq., solicitor. Meeting, Monday evening, 7 p.m.

GLASGOW.—J. D. Boyd, 13, James Watt-street, secretary; Mr. W. Ruthven, president; R. A. Rennie, Esq., 144, West Regent-street, law agent. Meeting, Thursday evening, 7.30 p.m., at 102, Maxwell-street.

GOOLE.—W. R. Chappell, Bank-buildings, sec., R. W. E. Whitehead, Esq., Bowlalley-lane, Hull, solicitor. Meetings, Tuesday and Friday evenings, 7.30 p.m., at Bank-buildings.

GRAYS.—Wm. Wall 18, Charles-street. Meeting every Wednesday 7 p.m., at the Queen's Hotel, High-street. Mr. James Longman, president.

GRAVESEND.—John Degnin, secretary, Plimsoll House, The Terrace, Gravesend. Meetings, Monday, 7.30 p.m., at same address.

GREAT GRIMSBY.—Wm. Young, Unity House, 1, Kent-st., secretary; R. W. E. Whitehead, Esq., Bowlalley-lane, Hull, solicitor. Meetings, Monday and Friday, at 7 p.m.

GREAT YARMOUTH.—Charles Albrough, 121, High-street, Gorleston. Meetings at 7, Friars-lane, every alternate Monday evening, and at 121, High-st., Gorleston, every alternate Monday.

GREENOCK.—E. Donnelly, 16, East India Breast.

GRANGEMOUTH.—Edwin Cowie, Seamen's Union, 6, South Charlotte-street, secretary. Office hours, 9 a.m. to 6 p.m. (Saturdays, 9 a.m. to 1 p.m.) Wm. M. Anderson, Esq., Grange-street, solicitor. Meeting, Monday evening, at 7 p.m., in Public Institute.

HULL.—J. Hill, Unity Hall, Prince-st., Dagger-lane, secretary; Mr. John Hussey, outside delegate; R. W. E. Whitehead, Esq., Bowlalley-lane, solicitor. Meeting, Tuesday and Friday evenings, 7.30.

KING'S LYNN.—Wm. Bennett, 14, South-street. Meeting, Friday evening, 8 p.m.

LEITH.—Robert Smith, Seamen's Union Offices, 15, Commercial-street (opposite Shipping Office), secretary; W. J. Haig Scott, Esq., S.S.O., Constitution-street, Leith, solicitor; Gilbert Archer, Esq., J.P., treasurer; Mr. James Brown, outside delegate. Meetings held on Tuesday evenings, at 7.30 p.m., in Lifeboat Hall, Blackburn-buildings, Tolbooth Wynd, Leith.

LIVERPOOL (South End).—Wm. Nicholson, Malakoff Hall, Cleveland-square, secretary; W. Atcherley Tetlow, Esq., 8, Westminster-chambers, Liverpool, solicitor. Meeting, Monday evening, 7.30, in Malakoff Hall.

LIVERPOOL (North End).—T. Connarty, 116, Derby-road, secretary; Dr. Leet, Derby-road, Bootle, medical officer; W. A. Tetlow, Esq., 8, Westminster-chambers, Liverpool, solicitor.

LONDON (Tidal Basin).—G. Pirrett, opposite Shipping Office, Tidal Basin, E. Meeting, Friday evening, 8 o'clock. Dr. Moir, 168, Victoria Dock-road, medical officer. Telephone No. 5214.

LONDON (Tower Hill).—J. Wildgoose, secretary, 17, King-st. (over Lockhart's Cocoa Rooms). Meeting every Tuesday evening, in the office, at 8.

LONDON (Green's Home Branch).—A. Mercer, 5, Jeremiah-street, East India-road, E., secretary; Dr. Hope, medical officer; Geo. H. Young, Esq., Arbour-square, Stepney, solicitor. Meeting, Thursday evening, 8 p.m., at Wade's Arms, Poplar. Telephone No. 5213.

LONDON (Rotherhithe and Deptford Branch).—C. Wykes, 20, Forsyth-street, secretary. Meeting, Monday evening, 7 p.m., at Globe Tavern, Globe Stairs, Rotherhithe.

LONDON DERRY.—A. O'Hea, 27, William-street.

LOWESTOFT.—J. Linder, assistant secretary, 4, St. George's-terrace, Lorne Park-road, South Lowestoft.

MARYPORT.—J. Smith, Elliott-yard, Senhouse street, secretary, resides on the premises, where he can be seen at any time. Meeting, Monday evening 7 p.m.

METHIL.—Wm. Walker, Commercial-street.

MONTROSE.—John Wood, 17, Ferry-street. Meeting, Monday evening, 7.30, at office.

MIDDLESBRO.—George Cathey, Robinson's Market Hotel, Market-place, secretary; Dr. Ellerton, 38, Gosford-street, medical officer; T. Watson Brown, Esq., B.A., LL.B., 57, Villiers-street, Sunderland, solicitor; William Jackson, outside delegate. General meeting, Monday, 7 p.m., at Robinson's Market Hotel; committee meeting, Thursday evening, at 7 p.m. Telephone No. 5127.

NEWCASTLE-ON-TYNE.—John Mansell, 5, Broad Chare, Quay-side; H. W. Newton, Esq., 2, Elliason-place, medical officer; R. Jacks, Esq., King-street, South Shields, solicitor; Meetings, Mondays and Fridays, at Lockhart's Cocoa Rooms, Side, 7 p.m.

NEWPORT (Mon.).—F. Gilman, 31, Ruperra-street, secretary; Dr. Pratt, Ruperra-street, medical officer; Digby Powell, Esq., Dock-street, solicitor; Mr. G. Campbell, outside delegate. Meeting, Thursday evening, 7.30, at Tradesmen's Hall, Hill-street.

NEWRY.—D. Lennon, agent, Dublin-road. Jas. Fitzpatrick, Quay-street, Dundalk, secretary.

PENARTH.—J. Harrison, 4, Station-terrace, Cogan, secretary J. H. Jones, Esq., St. Mary-street, Cardiff, solicitor; Dr. De Vere Hunt, medical officer, Westbourne-crescent, Canton Bridge, Cardiff, attends daily at the Union Offices, Cardiff, at noon, for Penarth members. Meeting, Thursday evening, 7.30 p.m., at Barry Hotel, Barry, opposite Barry Railway Station.

PETERHEAD.—T. D. Rennie, 66, Queen-street, sec.

PLYMOUTH.—D. J. Evans, National Sailors' and Firemen's Union Office, Forester's Hall, Notte-street. Meetings, Friday evening, 7 p.m. at the office.

PORT GLASGOW.—E. Donnelly, 16, East India Breast, Greenock.

SEAHAM HARBOUR.—Richard Raine, Duke of Wellington Hotel, Railway-street, South.

SHIELDS (South).—D. Clement, Seamen's National Union Hall, Coronation-street, secretary; G. Cowie, assistant secretary; Dr. Robson, medical officer, 1, Regent-street; solicitor, R. Jacks, Esq., King-street. Meeting nights, Monday and Friday, at 7 p.m. River secretary on steam launch, J. Longin, 7, Anderston-street, Corstorphine Town, South Shields.

SHIELDS (North).—W. Brown, 8, New Quay, secretary; Dr. Robson, medical officer; R. Jacks, Esq., solicitor. Meeting, Monday, 6.30 p.m.

SOUTHAMPTON.—Chivers, High-street Chambers, 80, High-street, secretary; Lieut. Tankerville Chamberlayne, R.N.R., Weston-grove, president. Meeting, Tuesday evening, 7 p.m.

STOCKTON-ON-TEES.—Jas. Skerratt, 13, Wharf-street, secretary. Meeting, Monday evening, at 7 p.m., in the Palatine Hotel.

SUNDERLAND.—W. Lonsdale, Prospect-row, near Shipping Office. Meeting, Monday evening, 7 o'clock, at 174, High-street East. Solicitor, T. Watson Brown, Esq., B.A., LL.D., 57, Villiers-street.

SWANSEA.—R. Thomas, Colosseum Hotel, Wind-st.

WEST HARTLEPOOL.—J. Leahy, Russell's Buildings.

Meeting, Friday evening, at 7 p.m., at office.

WHITBY.—Paul Stamp, agent, Fleece Inn.

WHITSTABLE.—J. Donovan, Ludgate Hill

WHITEHAVEN.—John Smith, Maryport.

WORKINGTON.—John Smith, Maryport.

WALLSEND.—Septimus Johnson, 17, Third-street, Palmer's Buildings.

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KING'S LYNN

(TWO MINUTES' WALK FROM THE DOCKS).

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Special Attention given to the

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YOUR ORDERS RESPECTFULLY SOLICITED.

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SHIRT MAKER,
32, 33, 34, 37, & 39, Victoria Dock-rd.,

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ESTABLISHED 1856.

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(Between Andrew's Coffee House & Dock Station).

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THE NOTED STORES FOR FAIR TRADING.

New and Second-hand Sextants, Quadrants, and
Marine Glasses always in Stock.

ADVANCE NOTES CASHED FOR 1s. IN THE
POUND.

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SAILORS' & FIREMEN'S BOOTS & SHOES
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Complete Outfitting Establishments in the United
Kingdom.

SYSTEM OF BUSINESS.—All goods marked plainly at
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lower than other shops who employ these men

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List on application

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BARRY.—Mrs. G. Gawler, 100, Queen-street.
CARDIFF.—Seamen's Institute, West Butte-street.
GLASGOW.—James Bracken, 182, Broomielaw.
HULL.—Mr. J. Ward, 17, Osborne-street.
LONDON.—Mrs. C. Marringon, 76A, Minories
(for officers).
PLYMOUTH.—Mr. Stephens, 11, Bath-street.
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GRIMSBY.

TOWER HILL BRANCH.

NOTICE TO MEMBERS.

The above Branch is removed to
more commodious premises im-
mediately over Lockhart's Cocoa
Rooms, on Tower Hill, where mem-
bers will find every convenience
for reading the news or writing
letters while waiting for their ships
to sign or pay off.

All communications to be ad-
dressed to "17, King-street, Tower
Hill."

J. WILDGOOSE,
Secretary.

SAILORS' AND FIREMEN'S UNION
TOWER HILL BRANCH.

IMPORTANT NOTICE.

Contributions must be paid to MR. WILD-
GOOSE, 1, KING STREET, over Lockhart's
Cocoa Rooms, Tower Hill.

Any Contributions paid at 23, KING STREET,
on and after January 31, 1890, WILL NOT
BE RECOGNISED AS A PAYMENT TO THIS
UNION.

All Members of the Tower Hill Branch are
invited to attend the Meetings of the Green's
Home Branch, at Wade's Arms, Poplar, on
Thursday evenings, at 8 p.m., until further
notice.

Signed on behalf of the Executive Committee,
J. H. WILSON,
General Secretary.

SUNDERLAND BRANCH
OF THE
SHIPMASTERS' AND OFFICERS' UNION.

OFFICERS wishful to JOIN this SUCCESSFUL UNION
will be admitted at the REDUCED RATE of 2s. 6d.
Entrance Fee, and 4d. for Rules and Books, from July 1
to Aug. 1, 1890. The wives or parents, or other repre-
sentatives of Officers at sea may pay the Entrance Fee
at any time, and secure membership.—Apply to ALBION
HOTEL, Woodbine-street, Sunderland, for Sunderland
Branch only.

CAPT. GEORGE LEE, Secretary.

LOWESTOFT BRANCH OFFICE,
4, St. GEORGE'S TERRACE,
LORNE PARK ROAD,
SOUTH LOWESTOFT.

MR. J. LINDER, Assist. Secretary,

From whom all information may be obtained.

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Prices: Private Boxes, 1s. 6d. each person; Stalls, 1s.;
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The Hall can be hired for Benefits on reasonable terms;
apply to the Proprietor. Persons travelling by train allowed
3d. on production of ticket.

GRAYS BRANCH BANNER FUND.—A DRAW
Will take place on MONDAY, AUGUST 11,
1890, in aid of the above Fund.

PRIZES:—1st, £10 Bank of England Note; 2nd, Silver
Lever Watch; 3rd, Washing and Wringing Machine, and
other Prizes.

TICKETS 3D EACH, can be obtained from any Branch sec.,
or direct from 18, Charles-street, Grays. The Prizes are
guaranteed by the Committee, and will be drawn for at a
Public Meeting. The winning numbers will be published
in SEAFARING of Aug. 16, 1890.

PHILIP JOHNSTON, Hon. Sec.

NOTICE TO SECRETARIES.

THOMAS MCCARTHY, A.B. of Hull, is desired
to communicate at once with R. W. E. Whitehead,
of 15, Bowlalley Lane, Hull, Solicitor for the Hull
Branch of the N. A. S. & F. Union, in regard to
something of advantage to him.
Secretaries please assist with information.

NOTICES.

"SEAFARING."

Published every Saturday, price One Penny.
Will be sent to any part of the United Kingdom
post free, at the following rates of subscription:—

Twelve Months	6s. 6d.
Six Months	3s. 3d.
Three Months	1s. 8d.

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free, to any of the countries comprised in the Postal
Union.

All subscriptions must be paid in advance.

TO CORRESPONDENTS.

Correspondents must write on one side of the
paper only anything meant for publication, and
address, not to 36-40, Whitefriars-street, but to
150, Minories, London, E.

All communications should be addressed to
ARCHIBALD COWIE, SEAFARING Office, 150,
Minories, London, E., to whom remittances must
be made payable. (Post Office Orders at Minories,
London, E.) The Editor declines all responsibility
for rejected manuscripts, although when stamps
are enclosed he will endeavour to return such
matter as he may be unable to use.

NOTICE TO CORRESPONDENTS.

The Editor of SEAFARING begs to remind his
Correspondents that they will save him expense
and trouble by sending in their communications
as early in the week as possible. Matter reaching
him so late as Thursday, cannot always be
inserted.

Seafaring.

SATURDAY, JULY 19, 1890.

MUCH NEEDED.

The Merchant Shipping Act Amend-
ment (No. 2) Bill is the title of the new
measure dealing with cattle-ships, deck
cargoes, and water-tight compartments.
This Bill, as mentioned by us last week,
has been introduced into the House of
Commons, and the second reading was
fixed for last Wednesday. Unfortunately,
the Bill was then blocked, so that we cannot
report so much progress as could be
wished. But the measure is backed by
the whole of the Labour M.P.'s, and has
the support of several others, while from
all parts of the country promises of support
for the measure, and petitions to Parliament,
are pouring in, and the Sailors' and Fire-
men's Union has decided to use all its
efforts to get the Bill passed. It is there-
fore still hoped, near as we are to the end
of the Session, that the Bill will be passed
before Parliament rises.

Meanwhile Mr. Plimsoll has issued
some "Reasons for passing the Merchant
Shipping Act Amendment (No. 2) Bill,"
and it may be well to call attention to them.
He says:—

In 1839 a Committee of the House was appointed
to inquire into the subject of deck-loading. The
report resulted in the passing of an Act in the
same Session prohibiting the practice of deck-
loading. This Act was amended, extended, and
limited in 1841, and in 1843, when a Second Com-
mittee of the House was appointed to ascertain
the effect of this legislation. Their report showed
that the annual loss of life in timber-laden ships
for the three years 1840-11-42 during which the
prohibition had operated, was 106 men; also that

for the three years 1836-37-38 (when deck-loading was allowed) the annual loss of life was 306. Whereupon the Acts already referred to, prohibiting the practice, were consolidated, re-enacted, and made perpetual. In 1862 this most beneficent legislation was surreptitiously removed from the Statute Book by Mr. Milner Gibson and Sir William Hutt, under the erroneous impression that they were thereby promoting Free Trade. In 1874, at the instance of the Board of Trade, another Committee was appointed to re-investigate this subject. This Committee examined the ten years ending 1862, during which deck-loading was prohibited, and the ten years after the prohibition had been secretly repealed, and they say:—"We find that the deck-loading period was marked by a loss of life nearly four times as great as the ten years during which no deck-loads were allowed." They also found that the prohibition had caused no real hardship upon shipowners. No legislation, however, resulted from this report, and the liberty to carry deck-loads was not again interfered with until 1876, when the House of Commons, at the instance of Mr. Pimmsoll, by a majority of 18, inserted a Clause in the Merchant Shipping Act of that year, again prohibiting this deadly practice. Mr. Chichester Fortescue, however, then in the Lords (Lord Carlingford) induced the Lords to strike out this Clause (see Hansard, vol. 230, page 1131, in which occurs this passage:—"Clause 21 (Penalty for carrying deck-loads of timber in winter) struck out"), and a Clause was substituted allowing the practice to remain, but limiting it to 3 feet. This, instead of again reducing the loss of life to one-fourth, only reduced it by one-fourth. There can be no doubt that had the Clause remained as it was, the loss of life since that period would have been at least 55 men per annum less than it has been. When the Clause was taken out by the Lords, the Commons were kept in ignorance of it, as the Bill, sent to the Lords in May, was not returned in its altered condition to the Commons until the day before the Prorogation (August 15th, 1876).

On the subject of watertight compartments we are reminded that—

A law was passed in 1816 requiring the construction in iron vessels of certain watertight bulkheads, and loss of life at sea was greatly reduced by this necessary precaution. This salutary enactment also was secretly removed from the Statute Book by Mr. Milner Gibson and Sir William Hutt in 1862. Notwithstanding, however, the repeal of the law requiring watertight compartments, they had been found during the time that their construction was compulsory, so absolutely needful for the safety of iron ships, that although the law requiring their construction was abolished, Lloyd's Register Committee not only refused classification to vessels which had not the bulkheads formerly required by Statute, but they made it a condition of classification that further bulkheads should be put in, namely, one close to each end of the boat to prevent the water filling the ship in case the stem or the stern were damaged by any other vessels; and in vessels of 280 feet in length they required an additional bulkhead in the main hold; while, where the vessel was 33 feet and upwards long, a bulkhead was also required to divide the after hold. As 90 per cent. of all iron vessels built are now built subject to these requirements, it is plain that no hardship would be inflicted upon the owners of the remaining one-tenth in requiring of them compliance with Clause II. These two Clauses merely restore to the Statute Book the beneficial enactments secretly removed from it.

As to the third clause of the Bill, which prohibits the importation of live cattle after January 1, 1891, from any place west of long. 12 W., the facts supporting the reasonableness of this Clause have been fully stated and illustrated by Mr. Pimmsoll in the fifth chapter of his book, which has just been published under the title of "Cattle Ships," at the price of one shilling, as mentioned in last week's SEAFARING; and that little volume should be read by all who would fully understand the subject. Mr. Pimmsoll has certainly made out a strong case for his Bill, and no efforts should be wanting to assist him in getting it passed this Session.

As the crew of the fishing boat *Grace Darling*, of North Berwick, were making for Berwick Harbour on Tuesday, they found the body of a young lady in the water. The body was that of Miss Jane Mitchell, the daughter of a manufacturer in Glasgow.

NAUTICAL NEWS.

THE Board of Trade has decided to have a Local Marine Board at Cardiff.

THE six stowaways who stole a boat at Holyhead on Sunday, and put off in a dangerously rough sea, have been captured, having landed twelve miles distant.

THE Board of Trade has intimated that a new lighthouse will be erected at Withernsea, between Flamborough Head and Spurn Head, as speedily as possible.

A FISHING boat, called the *Seabird*, from Waterford Harbour, which sailed with five hands last Sunday week for fishing off the Wexford coast, has not since been heard of. It is believed that she must have been run down.

AT the Royal Victoria Docks, July 11, the labourers employed by the Turner line, trading with New York and Boston, struck work. The British India Company's men still hold out, and others threaten to strike.

THE secretary of the Mersey Flatmen's Association states that, instead of asking for 1s. per ton, as was announced some short time ago, the men are only asking for an increase of 4d. per ton, which would make the total amount received 6d.

JOHN DOBSON, purser of the British steamer *Norlands*, from West Hartlepool at New York, committed suicide on board that vessel on June 30 by cutting his throat. He was buried at sea. Dobson was a native of Yorkshire, and was 42 years of age.

SIR M. HICKS-BEACH, questioned by Dr. Cameron and Mr. C. Wilson in the House of Commons, as to further application of life-saving rules to short sea voyages, said he was not prepared to modify the rules, as practical experience showed modification to be unnecessary, and he did not see any reason to receive a deputation on that subject.

A LOCAL marine board inquiry was held at Bristol on July 14 into the conduct of James Salisbury, who was charged with being drunk whilst acting as chief mate on board the brigantine *Ellis*, of Maldon, on June 15 and 16, at El Freijo. The Board found the defendant guilty, and suspended his certificate for 12 months.

THE executives of the United Labour Council of the port of London announce that the dispute between the Shipwrights' Provident Union and Messrs. Rait and Gardiner having been settled by the latter according to the demands of the men, and agreeing to employ none but members of the Union in future the manifesto of the 9th inst. has been withdrawn.

THE annual distribution of prizes to the cadets on board the school-ship *Conway*, on the River Mersey, took place last Wednesday, on the upper deck of the ship, where a very large and brilliant assembly had gathered. The Mayor of Liverpool presided. Sir G. Hornby, Admiral of the Fleet, distributed the prizes. Addressing the cadets, he stated that, if they were to succeed at sea, they must be real sailors.

THE sea-going captains of the Tyne, Wear, and Tees having passed a resolution for an advance of wages so far as the Tyne is concerned, the increase is being generally conceded, several large firms on the Tyneside having agreed without a demur. The same may be said in regard to some Wear steamers. Some crew steamers which have been laid up in the Tyne through low freights have been got under way, one large steamer proceeding to Blyth to load.

NEWS has just reached Halifax, N.S., of a terrible disaster at Dartmouth, a small town on Halifax Harbour, opposite that port. A ferry runs between Halifax and Dartmouth, and the telegrams state that the ferry landing at the latter place suddenly collapsed while it was occupied by 150 people waiting to take a boat. They were all thrown into the water, and a large number were drowned. Seven bodies have been recovered, but, owing to the darkness and confusion, it was impossible at the time of the dispatch of the news to say what the exact loss of life was.

A PRELIMINARY national conference of watermen and lightermen was opened on Tuesday at the Hull Friendly Societies' Hall, delegates said to represent 11,500 men being present. Mr. Fairbairn (London) presided. It was decided that each society should retain its local title, and be affiliated under one executive, entitled "The National Union of Watermen, Lightermen, Flatmen, and Canal Boatmen of Great Britain and Ireland." Other provisions for the government of the body were adopted, it being suggested during the discussion that steps should be taken to extend the licensing system in operation amongst Thames watermen, to include all ports and rivers.

SAILORS' AND FIREMEN'S UNION.

(From our own Correspondents.)

LONDON DISTRICT.

At the meeting of the Rotherhithe Branch held in the Globe Tavern, Globe Pier, Rotherhithe, Mr. Mathews, president, in the chair, it was proposed by Bros. Watson and Perry that members joined during the week be accepted; carried. It was proposed by Bros. Thompson and Watson that the financial statement for the week be accepted, also the correspondence; carried. Some discussion then took place regarding the 10s. levy, which was left over till next meeting to decide. It was then proposed by Bros. Thompson and Smith that the man Tatters who applied for honorary membership be left over for a fortnight, to ascertain all particulars, as we have to be very careful to know who we get in our ranks, especially honorary members. Bros. McCrae and A. Hughes, visiting members from Green's Home, then addressed the members present, pointing out the ways in which we could make this Branch a success. It was proposed by Bros. Watson and Perry that a hearty vote of thanks be given to our brother members from Green's Home; carried unanimously.

Mr. Walsh, the London District secretary, has been visiting Dover this week with reference to the discharging of two men from their employment by the London, Chatham, and Dover Railway Company, for the sole reason that they belonged to the Union. Mr. Walsh gives a good account of the sturdy Unionism of the Dover men, which has been stimulated by this tyrannical proceeding, and reports that the Dover Branch is prospering. The Executive Council met for the first time in London at the new offices in Buckingham-street on Monday, Tuesday, Wednesday, and Thursday, Mr. Errington in the chair. All the members were present, except Mr. Jenkins, of Cardiff. Mr. Farquharson took his seat in the place of Mr. Cowie, who having accepted office as secretary at Grangemouth, has retired from the Executive. The proceedings were, as usual, strictly private, but we are authorised to state that the president, Mr. Pimmsoll, attended for a short time on Monday and Tuesday, and explained the new Bill dealing with cattle ships, which the Council resolved to support, and that on the motion of Mr. Fowler, a hearty and unanimous vote of thanks was passed to Mr. Pimmsoll, and all members of Parliament who had assisted in saving life by passing the Load Line Act.

LIVERPOOL BRANCHES.

At the general meeting of the South End Branch, July 14, Mr. T. Tittley in the chair, Mr. J. Leithhead in the vice-chair, the minutes were passed and the correspondence, which was duly considered. The financial statement was next read, and, on the motion of Mr. J. Ohl, seconded by Mr. J. O'Keefe, was accepted. Next the quarterly financial statement was read by one of the auditors, Mr. S. G. Brown, and it was proposed by Mr. J. O'Keefe, that the quarterly statement be accepted; seconded by Mr. J. Hamilton, and carried. The death of one of our members, J. W. Smith, was discussed, he having lodged with one Mrs. Carey and left his contribution card with her to pay his contributions while at sea, the member dying while in Rosario on March 13, and Mrs. Carey paying contributions after that date to the amount of 3s. 9d., before she got news of his death. She now asked for this money to be refunded being a poor widow. It was moved by Mr. P. Bernard, that the 3s. 9d. be returned to Mrs. Carey; seconded by Mr. J. Hughes, and carried. Next the delegates gave in their reports; moved by Mr. J. Ohl, that these reports be accepted, seconded by Mr. J. Ratchford, and carried. The secretary then stated that a Branch of the Shipmasters' and Officers' Union would be opened on Wednesday night, the 16th inst., and he hoped that members would use whatever influence they might possess in trying to make their first meeting a success. He stated that when once a spirit of Trades Unionism pervaded the masters and officers it was a certainty that all other classes on board ships would be tainted with the same spirit, and he believed it meant the full emancipation of the seafaring community.

At the meeting of the Bootle Branch last week, Mr. Boag in the chair, Mr. Docherty in the vice-chair, the minutes of the previous meeting, the correspondence, and the financial statement were accepted as read. With regard to the levy of 10s proposed to be placed on the members for their protection in case of a strike or lock-out, Mr. Miller moved that it stand over for another meeting this was seconded by Mr. Blythyn, and carried.

An appeal from the Liverpool United Trades Council was then read asking for assistance to enable them to hold their large meeting, the Trade Union Congress, in September next. Dr. Leet moved that we grant them the sum of £5 to help them in their undertaking, as we got every assistance from them when we wanted it; this was seconded by Mr. Daly, supported by Mr. Monaghan, and carried. Mr. Daly moved that the balance-sheets, instead of being produced yearly, be printed every half-year. This was seconded by Mr. Miller, supported by Mr. Monaghan. An amendment by Mr. McKevitt to the effect that the balance-sheets be printed and issued yearly, was seconded by Mr. O'Hare, and supported by Dr. Leet. On being put to the meeting, the amendment was declared carried. Dr. Leet gave a short address on the subject of Ship Sanitation. The election of an auditor was then proceeded with; moved by Mr. Campbell, seconded by Mr. Duffy, and supported by Mr. Monaghan, that Mr. O'Hare take the place of the auditor who is at sea. On being put to the meeting this was carried unanimously. The election of a committee for the revision of rules was next proceeded with, and the members elected were: Dr. Leet, Mr. J. Burns, Mr. M. O'Hare, Mr. T. W. Boag, and Mr. Hendry, to meet on Friday, the 11th inst., at seven o'clock in the evening. Mr. O'Hare moved, that the assistant get an advance of 3s. per week in his salary to make it 18s. per week. This was seconded by Mr. Blythyn, supported by Mr. Campbell, and carried unanimously. In regard to the lock-out of sailors and firemen by the Drogheda Steam Packet Company, for asking for an advance, Mr. McKevitt moved that the secretary be empowered to get some bills printed and distributed, asking men not to accept a situation in any of the said Company's ships till the trouble is over. This was seconded by Mr. O'Hare, and carried. There having been a report that a member, by name J. Humphreys, was working against the Union, after a careful scrutiny of the facts of the case, Mr. O'Hare moved that the member be expelled from the Union; this was seconded by Mr. Campbell, and carried. The meeting then adjourned. [This report arrived too late to appear last week.—Ed. SEAFARING.]

At the weekly meeting of the Bootle Branch on the 15th inst., Mr. O'Hare in the chair, the minutes were passed as read, and the correspondence approved of, and the financial statement accepted as satisfactory. In regard to the quarterly statement, Mr. McGovern moved that it be passed as read, also a hearty vote of thanks to the officers of the Branch, as he (Mr. McGovern) thought that the success the Branch has attained was entirely due to their untiring efforts; this was seconded by Mr. Brennan, and carried unanimously. With regard to the £400 proposed to be sent to the head office to clear off the debt owing by the Branch, Mr. Boag moved that it stand over till next meeting; seconded by Dr. Leet, and carried. Mr. Boag moved that a committee be formed consisting of members of each of the three Branches in the district (with the approval of the Executive Council) as a lot of bother will be saved by this movement. For instance, the one Branch may pass a resolution, and mayhap the other two will not; therefore by calling the district committee to sit on this case, a great deal of bother and unpleasantness may be saved. This was seconded by Mr. Robbs, and carried. Mr. McGovern moved that all members not attending the meetings when on shore be fined the sum of sixpence, in accordance with the rules, and that the fine be strictly enforced unless good cause can be shown. This was seconded by Mr. Boag, and carried.

GLASGOW BRANCH.

At the meeting held July 10, in Typographical Hall, 102, Maxwell-street, Mr. S. McQuillan in the chair, the minutes of the previous meeting being confirmed, the minutes sanctioning the payment of £848 to head office was read and approved, on the motion of E. Bryson, seconded by W. Ross. The committee minutes were also read and approved of, on the motion of P. Cairns, seconded by M. Conner. Correspondence was then read from Messrs. T. McManus, Ardrossan, and from A. O. Hea and Derry, after which the weekly financial statement was read and unanimously accepted, on the motion of G. B. McNaught, seconded by J. Kyfe. The balance-sheet for the quarter ending June 28 was then submitted, showing the rapid progress this Branch has made since the year began. The auditors, Messrs. McQuillan and Ross, being present, were called upon to give their report, which they did to the entire satisfaction of all the members present. They likewise stated that all credit was due to Mr. J. D. Boyd, our worthy and energetic secretary, and his able assistants, for the manner in which the books were kept in the Branch, likewise that no financial member need hesitate in

calling at our office and going entirely through them, they being so legible and everything in its proper place, that any member with the slightest amount of intelligence would be highly satisfied. This was very satisfactory, and, on the motion of Bro. D. Houston, seconded by Bro. J. Wilson, the balance-sheet was unanimously passed with three rousing cheers for the officials. The secretary then said that he had been requested to bring to the notice of the members that one of their number was in great tribulation, owing to domestic troubles, he having had three children die in one week, another just on the point of death. He being a very respectable member, felt very much having to come to the secretary to ask the members through him for a little assistance to get his third child buried and the necessary stimulants for the other one that was at present on a bed of sickness. Several members very feelingly commented on their brother member's sad bereavement, likewise on his not having sufficient funds wherewith to defray the expenses of the funeral of his third child lying dead at home, when Bro. C. Falconer moved, and Bro. E. Ryan seconded, that the Branch grant him a loan of £5. This was unanimously carried, which goes to prove that there is still among sailors and firemen enough brotherly feeling to assist one another in a time of need. Reference was then made to the run of the *Queen Margaret* to Liverpool, a report having been circulated to the effect that all the crew but one engaged to take that ship away were under the influence of drink, and therefore not able to perform the duties allotted to them. As the boat, Bro. C. McMullen, and the majority of the men that had gone in that ship were at our meeting, and utterly denied that any one of them were under the influence of drink, but that all hands were both willing and able to perform the duties allotted to them, as had been proved by the dispatch with which they overcame the fire which had broken out in the ship's coal bunkers shortly after she left the harbour, which only good and true Union sailors and firemen knew how to master. The originator of the report being made known, Bro. E. Bryson moved, and Bro. P. Cairns seconded, that Bro. C. McMullen appear at the office next day and have the complaint entered against the originator. This was carried unanimously. Owing to the ensuing week commencing the holidays, it was proposed by Bro. E. Bryson, and seconded by Bro. J. Bracken, that no meeting be held; as an amendment Bro. J. Beggs proposed, and Bro. G. McNaught seconded, that a meeting do be held—for the amendment there were 13 votes, for the motion 40. A presentation of a gold Albert and Union medal was made to Mr. J. D. Boyd, our very able secretary, the presentation being made by Mr. J. McQuillan, in the name of the members, eulogising the noble work done by our secretary since he had taken office. Mr. J. D. Boyd responded very suitably, the members testifying with three rousing hearty cheers their approval of the presentation made to such a deserving official. A rumour has got about amongst our members that the Allan Line people are importuning their employees to sign a twelvemonths' agreement, but our members who are employed in the Allan Line ships are not to be caught napping, and have been instructed to point blank refuse to sign any such agreement. Several members commenting on the same, and some useful information having been given by the secretary, the meeting closed in good order. The income of this Branch from March 29, 1890, till June 28, 1890:—Balance brought forward £34 17s. 7½d., entrance fees £520 4s., contributions £1,223 9s. 10d., sick fund £1 7s. 11d., cards and rules £13 18s. 8d., fines £5 15s., SEAFARING £5 15s. 1d., annual reports 6s. 6d., N. L. entrances £1 17s. 6d., N. L. cards and rules 7s. 6d., returned from members £3 3s. 8d.; total—£1,811 13s. 3½d.

SWANSEA BRANCH.

At the usual weekly meeting, held July 8, the president, Mr. Trick, in the chair, and in the vice-chair Mr. Williams, the minutes were accepted. The secretary next said that he was pleased to inform them that he had been able to overthrow those men that had been working against the Union for so long. (Applause.) The financial account for the week ending July 5 was next read, and accepted as correct. The correspondence having been approved of, it was proposed by Bro. Battye, and seconded by Bro. Reeves, that the minutes proposing that the auditors receive 2s. 6d. each for auditing our half-yearly accounts, be rescinded; carried unanimously. It was proposed by Bro. Thompson, and seconded by Bro. Harris, that they get 5s. 6d. each, as it took them longer than was anticipated; carried unanimously. The quarterly and half-yearly sheets were next laid before the meeting, and received by the members with three cheers for the secretary. It was proposed by

Bro. Harris, and seconded by Bro. Thompson, that the quarterly and half-yearly sheets be accepted; carried unanimously. It was proposed by Bro. Reeves, and seconded by Bro. Llewellyn, that a vote of thanks be accorded our worthy secretary and assistant; carried unanimously. The delegate next gave his weekly report. It was proposed by Bro. Harris, and seconded by Bro. Banks, that the delegate's report be accepted; carried unanimously. It was proposed by Bro. Thompson, and seconded by Bro. H. Thomas, that Mr. Ailwood be fined the sum of 5s. for missing his passage in the s.s. *Trieste*; carried unanimously. After various discussions, the meeting, which was very well attended, terminated.

CORK BRANCH.

In connection with this Branch, three successful meetings were held during the past fortnight for the consideration of correspondence from the general secretary and other matters connected with the Branch. The public meeting held, and presided over by the Mayor, a report of which appeared the week before, has fully proved that the Union has earned the respect of the general community. At the meeting for the election of officers, Mr. D. Barry presided, and there was a large attendance of members. The chairman was unanimously elected for the next six months; Mr. D. Lynch, vice-president; Mr. D. McGrath, treasurer; and the secretary (Mr. Austin) were re-elected unanimously; the trustees, also, except one member retiring, whose place is taken by Mr. Bowen. A splendid committee was formed, the members anxious to have only men who would do their duty fearlessly. The question of the levy of 10s. for a strike fund was discussed, and while agreeing with the object, the meeting decided to hold it over until the matter got more ventilation. The chairman referred to the untiring energy of Mr. Pimvill over the Load Line Bill, and the watchful care he manifested generally over the seafaring community, and on the proposition of Mr. Gleeson, seconded by Mr. E. White, a hearty vote of thanks was passed to the president of the Union, the secretary to forward same. The meeting unanimously approved of a half-yearly report by the Executive, and after transacting some minor matters, concluded with a vote of thanks to the chairman.

HULL BRANCH.

At the usual weekly meeting, Mr. A. A. Bird, the newly elected chairman, presided, and the secretary's financial statement and quarterly return read, as follows:—Quarterly return Hull Branch for quarter ending June 30, 1890:—Receipts:—Balance from last account £127 5s. 6d., entrance fees £240 17s. 3d., contributions £221 8s. 1d., sick fund 18s. 11d., cards, rules, and medals £22 15s. 3d., sale SEAFARING £8 7s. 7d., banner fund £10 10s. 10d., total £652 3s. 5d., balance brought down £61 4s. 2d. Expenditure:—Salaries—Secretary £19 10s., boys £4 6s., outside delegates £20 4s., caretaker and cleaning 12s. 6d., office fittings and furniture £1 14s., postages and telegrams £2 10s. 6d., expenses and incidentals £3 10s. 0½d., auditors £2 10s., stationery and printing £14 10s. 2½d., rent £8, shipwreck £1 10s., district expenses £2 12s. 6d., Pease & Co. Bank £300, SEAFARING £8 2s. 6d., banner a/c £10 10s., bell ringers re Load Line Bill £2 8s., reporters' fees £1 1s., contribution to Executive £100, do. non-locals £67 1s. 5d., strike pay £11 1s., grant strike fund furniture workers £2, contribution to Labour Electoral Association 10s., miscellaneous £6 15s. 7d., balance in hand £61 4s. 2d.; total £652 3s. 5d. Audited and found correct: Thos. Drury, Emil Jabuke, John Peggitt, George A. Hodgson. Great satisfaction was expressed at the remarkable progress made by the Branch of late, both financially and numerically. The question of the payment of the train fares of six men, four members of the National Union and two members of the Hull Local Society, was discussed. They had been called off the s.s. *Elizabeth*, at Tower Hill. It was agreed that the fares of members of the National Union be paid at the close of the meeting, and that if the Local Society refuse their members' train fares, that they receive the money from the National Union funds. The case of Mr. Wylley, a distressed member of the Hull Branch, who had been forwarded on by the secretary of Green's Home Branch, was discussed, and it agreed to lend Mr. Wylley the sum of 16s.; to repay back that sum. The sum of £2 has been granted to the Furniture Workers who are on strike here. Mr. Victor Bache, general secretary Danish Seamen's Union, addressed the meeting, thanking the members for the grant of £10 to their strike fund. What a pity the English shipowners, instead of grumbling at foreign competition, would contribute to the support of the Danish seamen on strike, assisting them to get an increase of wages, thereby raising the freight nearer to that paid in English ports. Resolutions have been passed of sympathy with

our Danish brother Unionists, and the dockers of Hull have declared their determination not to discharge any Danish steamers during the present dispute. Some commotion was caused the other day, when the s.s. *Aberdeenshire* was visited by the official of the National and Dockers' Unions. This ship had on board some cargo from Colonel Hodgson's tannery, where a dispute is on, having shipped it in the middle of the dock when work was supposed to be suspended; and when the captain found himself the only man on board, the vessel being deserted both by dockers and seamen, things looked ticklish. The owner was sent for, and that gentleman declared that it would be impossible to discharge it; but when he found that the Unionists were determined, he climbed down. The captain s.s. *Joshua Nicolson* has also had to cave in, and found when he made a contract he would have to abide by it. The s.s. *Aslacoe*, at Grimsby, refused this week to pay Union rates. The captain thought of obtaining and signing a crew at Hull, but in this he was disappointed, and he had to return to Grimsby as he came, without a crew. The captain of the s.s. *Severn* will no doubt be careful how he speaks in reference to his crews, and will not, in future, designate them as b—drunken swine. He has tendered the following apology:—(Copy).—s.s. *Severn*, Albert Dock, July 5, 1890.—Mr. Rev. E. Whitehead, solicitor, Hull.—Dear Sir,—I have received your letter of yesterday with regard to the three seamen named Johnson Hardy and others, you attribute words as having been said by me, some of which I do not certainly remember saying. I did have some heated discussion with Mr. Hill, and if in the course of the interview I have used any words reflecting unjustly upon the men, I am sorry. The certificates of discharge I have given in each case are correct, and I have no wish to retract from them. I trust that this explanation will be accepted as sufficient in this matter, and beg to remain, dear Sir, yours truly, (signed) J. Higgins, master s.s. *Severn*.

SUNDERLAND BRANCH.

At the usual weekly meeting, July 7, there was a large attendance, Mr. W. Airson in the chair, Mr. S. Harris in the vice-chair. It was reported that there had been 19 members enrolled in the week. There was a great amount of correspondence read from members abroad, also from other Branches, and communications from the Executive Council. The balance-sheet was then submitted to the meeting, which showed that the income had again increased 40 per cent. during the quarter. A complaint was lodged to the effect that several captains were endeavouring to sign on their crews in piecemeal, and thereby attempting to get non-Unionists into ships, but they had been defeated in this scheme when the crew were informed that they were not to sign until the whole of the crew were present. There was also a case brought before the meeting where a member had got the cap of his knee injured by the neglect of the engineer. It was decided that the secretary write the owners and endeavour to obtain compensation, for the man had been in the hospital several weeks. The circular was again read to the meeting from the Copenhagen Seamen's Society. It was decided that £3 be given to them. The question was then brought forward by Mr. Hines of the necessity of a limited time for sick members being allowed out of the house at night. The secretary also said that there ought to be a definite time inserted in the rules, for at the present it was very awkward to say till what time a sick man who is able to be about should be allowed. The general secretary, Mr. Wilson, has many friends here, and it is hoped he will have many in London. (This report was too late for last week's SEAFARING.)

At the usual weekly meeting July 14, Mr. F. Hines in the chair, the minutes were unanimously adopted. Several letters were then read from various Branches, also a letter from Mr. J. H. Wilson, the general secretary. A complaint was laid by a member against a shipping firm for deducting an amount of money from his wages which should not have been done. A great amount of discussion then took place on the overtime. Owing to the wages scale not being clear the secretary was instructed to write to the Shields secretary relating to a man who is in a steamer running out of Shields. There was then a circular read to the meeting relating to the alterations of rules. Several rules were then brought under discussion, and it is intended to bring the question forward every meeting until the time expires for them to be sent in. This Branch is about to select another lawyer owing to Mr. Brown having to remove his office to London. It is not always convenient to get any solicitor who happens to come along to take your cases into court, for in large shipping port owners seem to have the upper hand of a good many lawyers, therefore every Branch must be very careful in their

selection of lawyers who are not contaminated with shipowning influence. When our selection is finally made we will publish it in SEAFARING so that all members may know.

GRIMSBY BRANCH.

At the usual weekly meeting, July 14, Mr. G. Fisher presided, in the absence of the chairman, at sea. The minutes and accounts of the previous week were submitted, and on the motion of Bro. Harvey, seconded by Bro. Kennedy, were confirmed. The quarterly balance-sheet was also read, and showed a healthy state of things financially and numerically, showing a clear gain of £60 3s. 7d. for the quarter, independent of the non-locals credited to the Branch at head office, and an increase in membership of 71. The delegates' reports were then read, the members being highly satisfied with the progress made. We have succeeded in securing the £5 rate for sailors and firemen for Westward and Baltic after a little manoeuvring on the part of the local owners, thanks to our Hull brethren, who stood loyally by us, and refused to sign until our men were all engaged. A good few blacklegs have been captured during the last fortnight (one or two notorious ones), and those still outside our ranks may depend upon a warm reception if they turn up in Grimsby. Steam-fishing engineers are also rapidly joining, there being now very few outside our ranks, and on the whole, things are humming just now in Grimsby and the whole Humber district. Shipping very brisk just now, and no one out of employment that wants a ship.

DUNDALK BRANCH.

A special meeting of this Branch was held on Thursday evening, July 10, to hear the secretary's report of his week's campaign in Drogheda, where, aided by the right good spirit of determination he had been instrumental in stirring up, he had struck a blow at capital in that port which will be remembered when the local magnate, who had by his obstinacy brought the deadlock about, would be consigned to oblivion. After advertizing to the salient features of our strike, and the loyalty displayed throughout by all hands concerned, both sailors, firemen, dock labourers, and cattle dealers, who had on the secretary's appeal to them boycotted the Drogheda Steamship Company, and refused to put a single head of cattle, pig, sheep, cow, or goat, aboard. The secretary alluded to a very amusing incident. On the departure of the *Colleen Bawn*, which took place before the men's notice had expired, a number of scabs who had been picked up in Denison-street, marched on board to man the ship for the homeward passage from Liverpool. As soon as this motley crew crossed the gangway, there was a pig on board, shipped by a man named Rafferty. This porcine advocate of true Union principles was so offended by the associations and company sought to be imposed upon him by the Drogheda Steamship Company, that he immediately walked the plank, rather than incur danger or contumelious with the virus of scab. The pig's return to terra firma was hailed with demonstrations of delight by the large crowd assembled, who, after listening to the secretary, who in an exhaustive speech held up the conduct of the company to public condemnation, pledged themselves to do everything in their power to make the company do justice to their crews. The dock labourers at once knocked off work, and demanded their pay due, and from that moment never wavered from their determination to support the sailors in their demands. The cattle dealers drove their beasts, which they had brought for shipment, across the bridge and sent them to Dundalk. It was a short, sharp, and decisive struggle, with victory in the end for the men. The deadlock commenced on Monday, all was finished and the men's claims acceded to on Wednesday at one o'clock, when the secretary had an interview with the board of directors, and after two hours' speaking with them, during which he showed them how, from point of view of morality, humanity, and political economy, they were at issue, succeeded in obtaining an uncompromised victory for the men. During the strike the *Nora Orenia* arrived from Liverpool with a scab crew at 2 a.m. on Tuesday, but the secretary, heading pickets of good men and true, and women too for that matter, boarded her and explained the situation, when he was informed that the men had been told by those that engaged them that there were two new vessels in Drogheda, and the company were in want of men. He afterwards brought the scabs over to the managing director's office (Captain Branagan), and introducing them to him said, "Captain Branagan, I am sure your heart must burst with joy when you look upon the noble specimens of manhood imported to Drogheda to undermine the men whose sweat and blood has built up and accumulated the wealth of

your company. These men have been brought across here on pretences, that you have two new vessels awaiting crews. Moreover they have never signed articles, and I am going now to the Collector of Customs to take the necessary steps to have the penalty inflicted." This last development had a wonderful effect upon Captain Branagan. A special meeting of the directors was called forthwith, with the result stated above. A cordial vote of thanks was passed to the secretary for the ability he had displayed, and the vigilance he had exercised, he having himself been up two nights on picket duty, besides platform work, etc., during the day. The meeting then adjourned.

ABERDEEN BRANCH.

The first annual picnic of the Aberdeen Branch of the Union and the Aberdeen Shore Labourers' Union took place at Milltimber on Saturday. The men of the two bodies assembled at Regent Quay at the foot of Marischal-street, and thence walked in procession to the Joint Station. The band of the 3rd Battalion Gordon Highlanders was in front, followed by two of the men mounted on ponies, while two lorries, on which there were two small boats filled with people, brought up the rear. Three huge banners were displayed. On the first were on one side the words "United we stand," while on the other side were "Aberdeen Shore Labourers' Union, instituted 1883." The second displayed the emblems of the four countries—the Thistle, Rose, Shamrock, and Leek. The last had the words "Sailors' and Firemen's Union of Great Britain and Ireland." When the procession started, there was a great concourse of spectators, and it is needless to say that as the sailors, firemen, and labourers marched through the streets they attracted a large amount of attention. The route of the procession was as follows:—Regent Quay, Commerce-street, Frederick-street, King-street, Union-street, and Bridge-street. The arrangements for the picnic were carried out under the superintendence of Mr. W. Greig, president Aberdeen Shore Labourers' Union, and J. O. Thompson, local secretary Aberdeen Branch Sailors' and Firemen's Union. On arrival at Milltimber games and other amusements were engaged in. The event was an unqualified success, about 1,000 people being present. The prize money and other gifts were provided by various coal merchants and other private gentlemen. A very happy outing was brought to a close by giving Councillor Cook three cheers for his kindness in kindly granting the park for the occasion. It is further to be noted that the very best of good fellowship existed between the two Unions to the end. This bodes well for any future gathering.

WHITSTABLE BRANCH.

A public meeting of this Branch was held in the Club Room of the Bargemen's Union, Red Lion Hotel, Faversham, on Friday, July 11, Mr. Tookey in the chair, and a fair attendance. The chairman, in opening the meeting, explained at some length the benefits of combination, and advised all members present who were seamen to join the Union to protect their interests. Mr. Gammon, chairman, Whitstable Branch, next addressed the meeting, and remarked how the seamen out of Whitstable had benefited by joining the Union, and compared the rate of wages now to what it was before the Union was established in that port. He also pointed out in his remarks that wherever Whitstable men had gone to, their conduct has been appreciated through keeping themselves respectable, and he hoped those present would do likewise when they left to better their condition. He also said that a man who would be driven into the Union was not worth powder enough to blow him up. Mr. Tookey then spoke at some length on the benefits of Trades Unionism, and said he also sailed in Whitstable colliers until he was actually starved out of them, and out of Whitstable. The secretary then explained the objects and benefits to be derived from the Unions. After several speeches from the chairman and members present, and a vote of thanks to the chairman as well as to the proprietor of the hall, the meeting closed, after which several members joined, the rest of those present to a man promising to join at their earliest convenience.

PLYMOUTH BRANCH.

At the usual weekly meeting, held at the Foresters' Hall, Nott-street, the secretary in the chair, the election of officers took place. It was proposed by Bro. Martin, and seconded by Bro. Tudor, that Bro. Rooke be elected as chairman. Proposed by Bro. Yabsley that Bro. Conolly be elected as vice-chairman. It was proposed by Bro. Yabsley, and seconded by Bro. Almar, that a letter be sent to our worthy general secretary, and one to our district secretary, Mr. Gardner, in reference to men coming from Cardiff and Newport to under-

mine the men belonging to Plymouth, and taking the bread out of their mouths. I think it ought to be put a stop to as our men cannot get too much work.

DUBLIN BRANCH.

At the usual weekly meeting, July 11, Bro. Cullen in the chair, the minutes and financial account having been confirmed, the secretary read correspondence, which was passed as satisfactory. A complaint was then heard against a brother by Bros. McGrane, Daly, and Peel, that he put a scab in his room while he was laid up, and that he passed a Union man. The brother then produced a document which was witnessed by two members of the Union, who were in the same s.s., namely, *Duke of Leinster*, who vouched that James Coffey, a fireman in the said vessel, was told to look out for a man, and that he got R. Hughes, who went for the trip. The chairman, while commenting on the whole complaint, said that Bro. McGrane spoke very disparagingly of his shipmates, and called two trimmers shoeblacks. One man was as good as another. He put the complaint to the room, and it was held that the brother complained of was not to blame, as he had done his best to get a Union man in his place. The complaint was therefore disallowed. The chairman then spoke about T. McCormack's s.s. *Blackwater*, and after some discussion on the subject it was proposed by Bro. J. Maquire, and seconded by Bro. Archbold, that the secretary be instructed to write to Mr. Gardner, secretary of the Cardiff Branch, inquiring all particulars relative to s.s. *Blackwater*; carried unanimously. This having completed the business of the Branch, which was rather slack, Mr. Adams, secretary of the Fishermen's Union, was then heard. He spoke on the amalgamating of his Union with the Sailors' and Firemen's Union, on which there was a long discussion. The secretary stated that he wrote to head office about Mr. Adams' scheme of amalgamation. It was then proposed and seconded that it be adjourned for a week, until we heard from head office; carried. The chairman then spoke at some length on federation of delegate Unions for self-protection, and the meeting terminated.

GREENOCK BRANCH.

The usual fortnightly meeting was held on Tuesday, July 8, in the offices, 16, East India Street, Mr. Henry Murray, ex-president, in the chair. The secretary reported 18 new members since last meeting. The minutes of the previous meeting were read and adopted. A discussion then arose as to the best means of getting members to attend meetings, when it was agreed to enforce the fines in future. The secretary then read a circular from Mr. Victor Bache, appealing for help for the members of the Copenhagen Union at present on strike. The secretary pointed out the valuable assistance rendered by the Copenhagen Union during our late struggle, and asked the members to be as generous as possible. Mr. Russell thereupon moved that we vote £2 to them; this was seconded by James Campbell, and agreed to unanimously. Mr. Murray was appointed auditor in the room of Hugh Collins, who had gone to sea. It was agreed to have a special meeting or two for the purpose of going over the rules, and suggesting any alterations for the annual meeting.

DUNDEE BRANCH.

At a meeting held July 14, the minutes of the two previous meetings having been read, also the income and expenditure, the election of auditors (which had been postponed owing to the cash book being at the head office) was next brought up, when Mr. Stewart was proposed by Bro. D. Coullie, and seconded by Bro. Wm. Sword, also Mr. J. Laird proposed by Bro. Wm. Sword, and seconded by Bro. Bryan, were the two elected as auditors to go over the working of the Branch for the last six months. In the case of the donkeyman of s.s. *Mayfield*, J. Lammond, Yeaman's-lane, Loches, No. 1,279 of this Branch (secretaries of other Branches please take notice), it was reported by a member of the crew that he had refused to come out on strike at Methil along with other members. It was stated that he defied the Union, and that he would have to be carried out of the steamer. The secretary stated that he had been a troublesome member all along, and that he was not worthy of the name of a Union fireman as he would not act up to the principles of Unionism, and help his brother Unionists. It was accordingly moved, seconded, and carried unanimously, that he be expelled from the Union. In the case of the steward, who had also refused to come out, but he was not quite so rebellious and defiant as the donkeyman, it was moved, seconded and carried, that he be fined a half-month's wages, viz., £3, also if any of the members belonging to the *Mayfield* go back before the strike is settled, that they be

fined the same, viz., half a month's wages. The secretary reported that he had a case to settle on Saturday. A local engineer engaged a fireman. He gave the fireman time to go and shift himself before he turned-to, but when the fireman came back to turn-to he was informed that his place was filled, but as no time was stated for him to turn-to, and having a good distance to go home, he had ample excuse for the time he took, therefore the fireman claimed a day's wages, which the engineer refused to pay him. The fireman then reported to the secretary that the engineer refused to pay him his day's wages. The secretary went to the engineer, and after discussion the day's wage was paid. The question of the levy was again brought up, but some members being for and others against, it was moved and seconded that a meeting be held during the week to have another debate on the question.

MIDDLESBROUGH BRANCH.

At the usual weekly meeting, July 14, the president (Mr. Jas. Mucklow) in the chair, Mr. Wm. Bowden (vice-president) in the vice-chair, two new members were enrolled, making a total of 1,625 members for the Branch. The secretary then read correspondence, which included a letter from Mr. F. F. Gant, secretary of the Bo'ness Branch; other letters having been read the correspondence was accepted. A complaint was made by Mr. Mucklow in regard to the s.s. *Kara* going on a run to London. He said there had been a lot of grumbling about it. A member said there was a lot of underhand work going on regarding the number of firemen they wanted to carry, and about three scabs that were on board. A great discussion took place on some of the men going the run about their going aboard of ships only to get day's work and runs, and not going to sea like other men. Several members said it was not right to do so. The secretary made a complaint about a member of this Branch, Mr. Savage, who had backed out two ships, he had been fined 5s. before. It was proposed by Bro. Gough, seconded by Bro. Blame, that Mr. Savage be fined 10s. more for backing out of the ship *Madeira*, making in all 15s. to be paid before signing and going to sea. A complaint was made by two members about the donkeyman of the s.s. *Lilian*, for taking the boat away short-handed. Moved by Mr. Dove, seconded by Mr. Marks, that he and the other sailors be fined £2, as the donkeyman had been guilty of the same thing before. Bro. Allen, a member, complained of the crew of the s.s. *Calliope*, taking her away short-handed to Shields, and hoped they would be dealt with when they come back. It was reported that 5 sailors and 8 firemen were out of employment. After other business had been got through the meeting adjourned.

BLYTH BRANCH.

At the usual weekly meeting of the above Branch on Wednesday night, Mr. R. Hall, president, in the chair, the minutes being confirmed, the secretary read an appeal from the Scandinavian Sailors' and Firemen's Union, when it was decided, on the motion of Bro. A. White, seconded by Bro. G. Dixon, to give a donation of £1. A member reported a non-Union steward and cook on board the s.s. *Somerby*, of West Hartlepool. At the shipping office the men steadily refused to sign unless the steward joined and the cook (a Chinaman) came out of the ship. The steward joined and the cook was sent back to London. A staunch member reported three non-Union men on board the s.s. *Pountains Abbey*. The delegate visited her and found this to be the case, and likewise two members back in their payments. The donkeyman smelt the rat, and joined before going to sign, the others being compelled to join, as the Union men on board refused to sign until they could show their books. A strict watch is being kept for a vessel due from London with non-Union men on board. Scabs are gradually diminishing at Blyth. In fact they are scarce, Union men holding the field; 13 members this week added to the roll, our members being close on 500.

LEITH BRANCH.

At the usual meeting, July 8, the chairman and vice-chairman being absent, Bro. R. Allen was elected chairman, and Bro. W. Eadie as vice-chairman. The minutes were adopted, as was also the financial report after some discussion. The quarterly financial report was read by the secretary and unanimously adopted, and the delegates' report was approved. The delegate having reported the case of the s.s. *Esparto*, asked if anything was to be done with those men who went under the proper money. The articles having expired in Burutisland, the wages there being 32s. 8d., the men stuck out for that money, but with the assistance of

one or two blacklegs the vessel was brought to Leith Roads, and they got some men to go in her for 30s. It was unanimously agreed that for their action those men who went in the ship would be fined 5s. each week they are away, dating from July 2, and we hope that whichever port she comes to these men will be well watched. Correspondence was read from the general secretary and others, and discussion followed with reference to the federation of Continental Unions, it was agreed that the matter be left over. The secretary intimated that he had received permission to give the £5 to the Danish Sailors' and Firemen's Union, and had given it personally to their general secretary, Mr. Bache. The secretary lodged a complaint against two members for misdemeanour in the office, and after statements by all parties it was agreed to drop the case.

GOOLE BRANCH.

At the usual meeting on Tuesday, Mr. W. Field presiding, a resolution proposed by Mr. W. Dickinson, seconded by Mr. James Shaw, and supported by the secretary, was carried unanimously, calling on Mr. John Austin, member for the division, to be in his place in the House of Commons, on Wednesday to support the second reading of the Merchant Shipping Act Amendment (No. 2) Bill re bulkhead and deck cargoes. The secretary remarked they need have no fear of their member doing all in his power to help it through, as he was well-known to be a friend of the working classes. (Applause.) Several ships were reported as requiring hands. The question of the levy was again raised, several members being in favour of it. Ultimately it was decided to pay the levy, if any of the Branches should have to come out in consequence of the action of the shipowners. Various other business being done, the meeting closed.

SOUTH SHIELDS BRANCH.

At the general weekly meeting, July 14, the president in the chair, the minutes were duly confirmed. Correspondence was read from Samuel Plimsoll, Esq., acknowledging the resolution passed by this Branch, and sending a photograph of himself, which was received with applause. It was moved and seconded that the secretary send for a large-sized photograph as a memorandum of the sailors Grand Old Man. This was carried unanimously. After several complaints, which were not of a serious nature the question of deck loading came on, and it was decided, on the recommendation of the committee, that we have petitions signed by the inhabitants of the town, and sent to J. C. Stevens, Esq., M.P., to present to the House of Commons, in favour of the Deck Loading Bill, which is before the House at present. The conduct of three firemen was brought before the members. They went to Middlesbrough to take a vessel to London by the run, and when they arrived in Middlesbrough they found out that the steamer required hands below, and four blacklegs on deck, and when they were told how things was, they said "the master must not think that as we have come from Shields that we are bound to go." The consequence was they came home, and through their promptness the master had to give the run money and make the other men join the Union and the men below. After some discussion the three men were awarded 10s. each, and a hearty vote of thanks for their promptness. We have been very useful to the engineers this last week, in helping them in getting their wages raised. They have drawn out a scale of wages, and we would only be too glad if the Officers' Union would do the same. Then we could all work with one object, and stand to the grand motto of all, "Pull together." Thirty-two new members, and 12 for other Branches have been enrolled during the week. Income for the week £137 3s. 6d., and a membership of 5,484. The levy is coming in all right. A vote of thanks to the president terminated the meeting.

NORTH SHIELDS BRANCH.

At the general meeting July 14, Mr. Isaac Walters in the chair, there was present several members of the committee and a fair attendance of members. The minutes were confirmed as read; correspondence was read from several Branches, also a circular from the Newcastle Branch, which caused a great deal of discussion. There were also some complaints made about the cook of the s.s. *Sanca Barras* not being in the Union. The outside delegate was instructed that if the cook did not join he was to bring all the Union men out of the ship. At this period there entered the meeting Mr. Smith, Mr. Ditchburn, and Mr. Marshall (the scab hunter of the South Shields Branch), when some discussion came on about the crew of the s.s. *Home Eden* as to what was to be done with them as they had signed with a crew of scab firemen, and 5s. under the Union rate of wages. It was decided to let it

go before the South Shields Branch, as the ship was in the Tyne Dock. There was also a good deal of discussion about Peter Cummings, a member of this Branch. It was decided that he be expelled from the Union for his former conduct towards the Union, and the manner in which he treated our general secretary and the officials of the Branch. Branch secretaries please take note.

SEAFARING DISASTERS.

Atalanta, s, put back to New York with machinery slightly damaged.

Andes, British steamer, Pensacola for Amsterdam, towed into Delaware Breakwater with propeller lost.

Aldergrove, a fine vessel of 1,271 tons register, was on a voyage from Sydney to Tchio, New Caledonia. When entering Tchio Harbour she collided with the ship *Zuleika* and sustained damages, though not of a very serious character. Almost immediately after that her captain and two of her crew were drowned by the upsetting of a boat, and two others fell victims to fever. When about half-way between Sydney and North Cape, New Zealand, she encountered terrific weather during which her foremast parted, and the whole of her fore-rigging above the lower mast came down with a run. She had to put back for Sydney, where she arrived in a crippled condition.

Abydos, s, Liverpool for Demerara, put into Holyhead, furnace bars collapsed.

Broomhaugh, ashore in the Persian Gulf at Lingah, and is jettisoning cargo.

Clitus, s, from Bombay for Amsterdam, has put into Lisbon with machinery out of order.

County of Salop.—Lloyd's agent at Suez Docks telegraphs, July 14: *County of Salop*, s, has gone ashore, and is making a little water. Will have to lighten before she can get off. Assistance has been sent.

Francesca, steam yacht, from Stockholm, at Portsmouth, with loss of foremast, and mainsail split.

Guiding Star.—Lloyd's agent at Batavia telegraphs that a report received from Anjer states that the British barque *Lancefield* met barquentine *Guiding Star*, Mauritius to Hobart Town, with captain, mate, steward, and one sailor dead, and three of crew sick; sent mate and two men to take charge. *Guiding Star* now anchored at Anjer.

Inchcape Rock, at Queenstown from San Francisco, encountered heavy weather April 12 and 13, and Captain Armour and four of the crew were washed overboard. Three boats, wheel, and all instruments, charts, books, and papers were carried away, and about 1,000 bags of wheat jettisoned.

Mascotte.—Lloyd's agent at New York cables: Steamer *Mascotte* struck dock entrance, and received damage estimated at £2,000.

Melba, brig, of London, from Liverpool to Peterhead, salt, stranded Rattray Head, likely to become a total wreck.

Merope.—W. F. Babcock, from San Francisco, has landed at Liverpool mate and six of crew of the *Merope*, from Wellington, previously reported burnt at sea. *Servia*, of Bath, Me., anchored in the Downs, from San Francisco, for Hull, and has landed Captain Thomas and eleven of the crew of the *Merope*, of Southampton, from Wellington, N.Z., for London, rescued on June 27, in lat. 40.56, long. 32.26, the *Merope* being one mass of flames at the time of abandoning her. The *Servia* was signalled by the *Merope* at noon, on the 27th, and stood by until 9.30 p.m., when all the crew were safely taken on board, seven being transferred 48 hours afterwards to the ship *W. F. Babcock*, from San Francisco for Liverpool.

Minerva, s, has been wrecked at Messina, broken in two. Thirteen men saved, and nine were still on board, but there was no hope of saving them.

Norna, Newport for Kurrachee, at Malta with bridge bulkhead started, and other small deck damages.

Pensher, steamer, at Dartmouth, from St. Petersburg, reports having been in collision with a barque (name unknown), supposed to be a foreign vessel. The barque's jibboom was carried away. The steamer's chain plate, bulwark plates, and upper main rail broken, and is repairing.

Rosa, steamer, from Jersey, with stone ballast, dropped athwart stem of steamer *Galtee*, from Ghent, with a general cargo, anchored opposite Goole lock, staving in several plates above and below water. *Rosa* was beached to prevent sinking, after hold filled level with tide; she will temporarily repair, and expects to float.

Stratford.—Weser, s, Bremen at New York, collided July 6 with barque *Stratford*; latter losing jibboom, splitting figure-head, etc.

State of Pennsylvania, anchored near Sandy Hook. Forward crank shaft broken.

Sir Garnet Wolseley, Genoa for Constantinople, towed into Messina with propeller worked loose.

Stag, British s, has put into Gibraltar with feed-pump broken.

Southwood, steamer, from Marseilles for Hamburg, has been towed into Gibraltar with crank shaft broken.

Tioja.—Lloyd's agent at Chicago cables:—An explosion occurred on board the steamer *Tioja*, belonging to the Union Steamship Company, by which 21 men were killed and several wounded; the fire was caused by spontaneous combustion; vessel scuttled to extinguish the fire; cargo much damaged; took fire in port whilst discharging, and the fire was not extinguished until much damage was done to the vessel and cargo; all the water has since been pumped out.

Urs, s, Cardiff for Aden, with coals, has put into Falmouth, July 15, with boilers leaking.

THE WAGES OF SEA-GOING ENGINEERS.—The following circular has been issued with respect to the wages of sea-going engineers from the ports on the north-east coast of England:—In accordance with resolutions passed at meetings of sea-going engineers, a joint committee was formed, consisting of representatives from the Marine Engineers' Union, the Steam Engine Makers' Society, and the Amalgamated Society of Engineers on the north-east coast. This joint committee having carefully considered the position and wage rates of sea-going engineers, have resolved that the following shall be the minimum wage rates for all sea-going members of the aforesaid societies in the Tyne, Wear, Hartlepool, and Tees districts, these rates to be enforced on and after the 1st day of July, 1890. Oil-carrying steamers shall be paid at the rate of:—All classes and all trades: 1st class engineers, £20 per month; 2nd class, £14; 3rd class, £10; 4th class, £8. Suez Canal, S. Atlantic, E. and W. Indies: 1st class engineers, £17 per month; 2nd class, £12; 3rd class, £8; 4th class, £7. North Atlantic: 1st class engineers, £16 10s. per month; 2nd class, £12; 3rd class, £8; 4th class, £7. Mediterranean, Bay Ports, Black Sea, Bilbao, and Baltic: 1st class engineers, per month, 600 tons net register and over, £15, under, £14; 2nd class, £11 and 10s.; 3rd class, £7 10s. and 5s. 10s.; 4th class, £7. Any of the aforesaid trades requiring to be paid weekly, the following shall be the minimum wage rate:—The Mediterranean and Black Sea: 1st class engineers, 600 tons net register and over, £4 10s. per week; 2nd class engineers, 600 tons register and over, £3 10s. per week; 3rd class engineers, £2 10s. per week. Under: 1st class engineers, £4 per week; 2nd class engineers, £3 per week; 3rd class engineers, £2 5s. per week. The Baltic, Bilbao, and Bay Ports: 1st class engineers, 600 tons net register and over, £4 per week; 2nd class, £3; 3rd class, £2 5s. 1st class engineers, under 600 tons net register, £3 15s. per week; 2nd class, £2 15s.; 3rd class, £2. Coasting rates: 1st class engineers, 70 h.p. nominal, and over, £3 1s. per week; 2nd class, £2 1s. 1st class engineers, under 70 h.p. nominal, £3 5s. per week; 2nd class, £2 5s. per week. Suez Canal and Atlantic clauses to be inserted in articles of steamers signing for the Mediterranean. Three engineers to be carried on all steamers of 600 tons net register and upwards when sailing S.E. or W. of Gibraltar. Four engineers to be carried in all steamers of 1,500 tons net register and upwards, on any voyage. Engineer's steward to be carried in all steamers, who must sign on the articles as such and only as such. The above rate and conditions to be signed on for irrespective of any bonus. We hereby certify that the above schedule is a correct copy of the resolutions passed by the above-mentioned committee. J. B. Wright, Marine Engineers' Union; James Clare, Steam Engine-makers' Society; W. L. Marshall, chairman of Joint Committee, and W. Glennie, secretary of Joint Committee, 167, Malcolm-street, Heaton, Newcastle-on-Tyne, representatives of Amalgamated Society of Engineers.—May 26, 1890.

NOTICE.

All communications for the Central Office of the National Amalgamated Sailors' & Firemen's Union of Great Britain & Ireland must be addressed to the New Offices, 19, Buckingham Street, Strand, London, W.C.

J. H. WILSON,

Gen. Sec.

THE SKILLED LABOUR MARKET.—The state of the skilled labour market is reported on as follows by the Labour Correspondent of the Board of Trade:—"Generally speaking, the labour market is a little more settled than it was a month ago, and strikes are not quite so prevalent as they have been during the past few months. Thus, while during the month of May 106 strikes were recorded, and in the month of April 91, but 79 were entered for the month of June. Seven of these were among dock labourers, five in iron and steel foundries, five in engineering trades, and three in shipbuilding. The general returns as to the numbers of unemployed show that, on the whole, trade remains good, in no single trade is there any considerable increase in the number of those on benefit, while, on the other hand, a large majority show some diminution. The 20 societies reporting have an aggregate membership of 218,739, and of these 4,118 are out of work, a percentage of 1.88. For these same societies last month the total of those out of work was 4,236, a proportion of 1.96 per cent. Practically, therefore, the position remains unchanged, the improvement being of the slightest possible description. All the branches of the engineering trade remain busy, and show rather better returns than they did a month ago, the iron foundries showing the greatest improvement, their percentage of unemployed having fallen from 2.3 to 2.3. Shipbuilding does not seem quite so brisk as it has been, and there is a slight increase in the number of those out of employment.

PLUNDERING A WRECK AT DOUGLAS.—Five men were brought before the Douglas magistrates on Saturday charged with stealing six dozen bottles of porter from the barque *Thorne*, which was wrecked on Jan. 25 last between Port Jack and Onchan Harbour. It appeared that on the 4th inst. two police officers, in company with Mr. Craig, sub-agent for Lloyd's, and agent for the Liverpool Salvage Association, went out on the steamer *Lancashire Lass* to the scene of the wreck, and there found the defendants in small boats, ostensibly fishing, but in reality taking bottles of stout from the wreck by means of hooks which had evidently been made for the purpose. They had procured altogether six dozen bottles of stout. It appeared that the hull of the vessel had been sold, but not the cargo, and a reward had been offered of £5 for the conviction of any person interfering with the wreck. About three weeks ago some of the prisoners had been seen by the police coming from the wreck with 32 bottles of stout, and then they were warned of the consequences. Prisoners said they only did it for sport, and were not aware they were doing any harm. They thought they could legally lift anything that was under water. Mr. Stephen, the chairman of the bench, commented upon the grave nature of the offence and the painful position in which the prisoners found themselves, stating that they were liable to six months' imprisonment. The prisoners had not been able to show that they came lawfully into possession of the goods, and they would each be imprisoned, without the option of a fine, for two calendar months. The sentence created quite a sensation in court, on account of the respectable positions which some of the prisoners occupied in the town.

SAMUEL BEGG,
Treasurer Hull Branch N.A.S. & F.U.
TURK'S HEAD HOTEL,
MYTONGATE, HULL.

CONCERT ROOM OPEN EVERY EVENING
AT SEVEN O'CLOCK.

WINES, SPIRITS, BEERS, AND CIGARS OF THE
FINEST QUALITY.

**BRISTOL SEAMEN'S
CLOTHIER & OUTFITTER, &c.,**
W. J. PIKE,
HOTWELL ROAD, BRISTOL,
Honorary Member Seamen's Union.

ADVANCE and HALF-PAY NOTES cashed very
lowest terms; purchases at the time entirely
optional.

Foreign Money Exchanged. No Commission to
Runners.

J. J. ROBINSON.
MARKET HOTEL,
MARKET PLACE,
MIDDLESBROUGH.

ALLSOPP'S MILD & BITTER ALES & STOUT.
Choice Wines. Cigars of the Finest Quality.

Middlesbrough Branch Meetings of the Sailors' and
Firemen's Union held at this house.
Meetings of Shipmasters' and Officers' Union also
held here.

H. PHILLIPS,
PAWNBROKER,
TIDAL BASIN,
VICTORIA DOCKS.
SAILORS' OUTFITTER
In all its Branches.

COMFORTABLE HOME FOR SEAMEN.

Mrs. G. GAWLER'S
100, QUEEN STREET, BARRY.

Seamen Boarded by Day or Week according
to Union Principles.

GRIFFITHS' DINING & COCOA ROOMS
41, GREAT HOWARD ST., LIVERPOOL.
(OPPOSITE NORTHERN HOSPITAL.)
Seafaring Men of all Classes will find the above
Establishment the best place to get
GOOD MEALS AT MODERATE CHARGES
Attention & Civility Guaranteed.

LONDON.
C. MARRINGTON,
PRIVATE BOARDING HOUSE FOR OFFICERS ON
BOARD SHIP.
HOME COMFORTS STUDIED. TERMS MODERATE.
76a, MINORIES

PEGGIES' DINING ROOMS,
64, DOCK STREET, DUNDEE.
Seafaring men of all classes will find the
above establishment

THE BEST PLACE TO GET
MEALS AT ALL HOURS.
MODERATE CHARGES.
ATTENTION AND CIVILITY GUARANTEED.

JAMES BRACKEN,
SEAMEN'S UNION
BOARDING HOUSE.
182, BROOMIELAW, GLASGOW.

ROBERT FINDLAY.
UNION SUPPLY STORES.
60, GRANGE ST., GRANGEMOUTH,
Wholesale and Retail
GROCER AND PROVISION MERCHANT.
Members of the Sailors' and Firemen's Union
supplied at lowest cash prices.

SAILORS' AND FIREMEN'S UNION
BOARDING HOUSE,
EDWARD MILTON, Proprietor.
"FORESTERS ARMS."
81, EAST HOLBORN, SOUTH SHIELDS.

EVENING CLASS.
Instruction in Navigation & Pitman's Shorthand.
BY WEEK OR QUARTER.
CAPTAIN WM. TOSH,
34, BERNARD STREET, LEITH.
FEES MODERATE.

SOFT TACK.
MRS CATHERINE MITCHELL, widow of
the late J. B. Mitchell, chief mate of the
S.S. "Julia Wiener," begs to inform the Sea-
faring class who trade to Tyne Dock that she
has opened the shop, 15, SLAKE TERRACE,
TYNE DOCK, and will supply Home-made
Bread at the lowest possible Prices.

NOTICE TO UNION SEAMEN.

Union Men are requested to
BOARD only at Boarding Houses
which are ADVERTISED in "SEA-
FARING."

Members having complaints against
Boarding Masters must send them in
to the nearest Branch Secretary.

By order of the Executive, Sailors' and Firemen's
Union,

J. H. WILSON, General Secretary.
The names and addresses of the keepers
of Seamen's Boarding-houses will be inserted
in SEAFARING at the rate of 2s. each per
week, payable in advance. For 13 weeks
the price is 15s.; for 26 weeks, 25s.,
payable in advance. These advertise-
ments are intended as a Directory to
seafaring men, so that on arriving at any
port they have only to refer to SEAFARING to
find where they can be comfortably boarded
and fairly treated. No Seamen's Boarding-
house will be advertised in SEAFARING on any
terms unless recommended by the Branch
Secretary of the Sailors' and Firemen's
Union in whose district the house is
situated.

BLYTH BRANCH.

Will R. A. BLASTROM, No. 7, Blyth
Branch, communicate with the Secretary
immediately. Important.

JAS. HEATLEY, Sec.
9, Market-st., Blyth.

GRANGEMOUTH BRANCH.

NOTICE.

All communications for this Branch must be
addressed to "E. D. COWIE, Seamen's Union,
6, South Charlotte Street, Grangemouth."

NOTICE TO SECRETARIES.

WILLIAM HENRY WEAVER, A.B., No. 155, has
been expelled from the Plymouth Branch.
D. J. EVANS, Secretary.

WAGES AT CORK.

Westward.			
Sail.		Steam.	
Sailors ...	£1 0 0	Firemen ...	£5 0 0
Cooks & Boat-		Sailors ...	4 15 0
swains ...	4 15 0	Cooks & Boat-	
Stewards ...	5 15 0	swains ...	5 10 0
Carpenters ...	6 5 0	Donkeymen ...	5 10 0
Ordinary Sea-		Stewards ...	6 10 0
men ...	3 0 0	Carpenters ...	6 10 0

Southward.			
Sail.		Steam.	
Sailors ...	£3 15 0	Sailors & Fire-	
Cooks & Boat-		men ...	£4 10 0
swains ...	4 10 0	Cooks & Boat-	
Stewards ...	5 10 0	swains ...	5 5 0
Ordinary Sea-		Stewards ...	6 5 0
men ...	2 15 0	Carpenters ...	6 5 0
Carpenters ...	6 0 0	Donkeymen ...	5 10 0

Steam—Weekly.			
Cross Channel		Foreign Trade.	
Passenger	Boats.	Sailors & Fire-	
Sailors & Fire-		men ...	£1 12 8
men ...	£1 10 4	Steward Cooks	1 16 0
Cooks ...	1 12 6	Carpenters ...	1 17 6
Donkeymen ...	1 15 0	Donkeymen ...	1 16 0
Carpenters ...	1 17 6		

BRISTOL BRANCH.

NOTICE TO MEMBERS.

The above Branch is removed from
45 to 41, Prince Street. Union flag
hoisted. All communications please
address "41, Prince Street, Queen
Square."

T. J. DANCEY, Secretary.

NOTICE TO SECRETARIES

OF THE SEAMEN'S & FIREMEN'S UNION.

Watch the S.S. "Blackwater," and report to
John Dench, secretary, DUBLIN, in
what port she will be found.

TUG BOAT BRANCH.

SAILORS' & FIREMEN'S UNION.

NOTICE.

Tug Boat Men desirous of protecting
their interests and improving their con-
dition should at once join the above,
while the entrance fee is low. They can
be enrolled at any of the London Branch
Offices of the Sailors' and Firemen's
Union (mentioned on page 8 of SEA-
FARING), or at Mr. Fysh's, "Captain Man
o' War," High Street, Poplar, any evening
from 8 to 10 p.m. The weekly meeting
of the Tug Boat Men is held at the
"Captain Man o' War," High Street,
Poplar, every Wednesday evening.

NOTICE.

Dundalk is the administrative centre for
Drogheda, Newry, Warren Point, Carrlingford,
Greenore, Omeath, and Greencastle. Seamen
belonging to any of the above-mentioned ports
may now be enrolled on the Dundalk Branch at
a reduced entrance fee by application to any
Branch Secretary.

JAMES FITZPATRICK, Sec.

Quay-st., Dundalk.

MEMBERS DESIROUS OF OBTAINING A

PHOTOGRAPH

OF THE

GENERAL SECRETARY,

CABINET SIZE.

CAN DO SO BY APPLYING TO

Mr. W. M. MAXWELL,
174, High Street East,
SUNDERLAND.

TOBACCONISTS COMMENCING.
Write for Illustrated Guide (229
pages, three stamps). "How to
open respectably, £20 to £1,000,"—
TOBACCONISTS' OUTFITTING COMPANY,
Chief Offices, 188, Euston-rd., London,
the largest and oldest complete Tobac-
conists' Furnishers in London.

£20

TEST THEM FREE OF CHARGE.

WHAT WE ARE PREPARED TO DO.

We are prepared to supply 25,000 clergymen with two packets of FRAZER'S SULPHUR TABLETS for gift and test among sick poor parishioners.

We are prepared to pay postage thereon (25,000 at 3d.), value £312 10s.

We are prepared to supply 250,000 of the general public with samples of FRAZER'S SULPHUR TABLETS, gratis and post free.

We are prepared to pay the postage thereon (250,000 at 1d.), value £1,041 13s. 4d.

A WORD OF ADVICE.

Don't write for the samples simply because we offer them free of charge, nor because your neighbour does. Read our advertisement through to the end, and then decide whether you or yours need or would be benefited by the use of FRAZER'S SULPHUR TABLETS. We do not pose as philanthropists. This is a business offer. We have an article that we know from severe tests and from results achieved will sell on its merits if seen, tasted, and tested. Sulphur is the oldest, the best, and the safest remedy for the blood, for the complexion, for rheumatism, and for constipation. FRAZER'S SULPHUR TABLETS are composed of sulphur incorporated with cream of tartar and other curative ingredients. They are much more efficacious than sulphur in milk or treacle. This has been proved time and again. They are liked. Men favour them, women hail them as a boon, and children think them as pleasant to eat as confectionery. They benefit all, and are as efficacious and curative as they are safe and agreeable.

TWO THOUSAND POUNDS HARD CASH.

This was the sum we stood to lose, plus the cost of advertisements, if, when seen and tested, FRAZER'S SULPHUR TABLETS had failed to

merit approval. Do us the justice to admit this is a fair test. We supply the samples free. We prepay the postage. All you do is to write a letter or postcard and ask for them.

WHY DO WE TAKE THIS RISK?

This is what people ask us. We reply, because those who write for the samples afterwards buy packets of FRAZER'S SULPHUR TABLETS by post from us, or obtain them from chemists, stores, or medicine vendors. People likewise recommend and keep the Tablets by them. The consequence is that we sell several hundred dozen packets weekly, and the sale is rapidly growing. This is trade by merit. The public have shown discrimination, and that they can appreciate merit, and it was in firm reliance that this would be the case that we were led to incur this risk.

DO I NEED THEM?

If you have Rheumatism, Yes. They will kill the decomposed and poisonous excess of uric acid in the blood causing the disease.

If you have Constipation, Yes. They are a gentle, safe, and a simple laxative, as suitable for children (in smaller doses) as for adults.

If you have Hemorrhoids, Yes. They relieve the congestion of venous blood at the affected parts, and afford relief.

If you have Ulcers, Scrofula, Scurvy, or other Impurities of the Blood, Yes. They neutralise the blood poisons causing the diseases and expel them out of the system.

If you have Skin Disease or Eruption, Yes. They have a specific curative effect on all such, as they open the pores from internally, and free them from obstruction and disease taint. They likewise "scotch" where they do not kill the disease principle from the blood, which causes Eczema and other diseases.

TEST THEM FREE OF CHARGE!

Write us a letter or postcard, naming SEAFARING, and we will send you samples of FRAZER'S SULPHUR TABLETS gratis and post free.

They are for internal use for the Blood, Skin, Complexion, Rheumatism, and Constipation. They are put up in packets, price 1s. 1½d. (post free, 1s. 3d.), and are for sale by most Chemists and Medicine Vendors.

Sole Proprietors, FRAZER & Co., 29, LUDGATE HILL, LONDON, E.C.

Seamen should visit the NEEDLE & ANCHOR, P. M. Leibow & Co., Proprietors, 210 & 212, East India Dock Road, close to East India Dock, Pawnbrokers, Watchmakers, and COMPLETE SEAMEN'S OUTFITTERS.

Captains supplied at Wholesale Prices.

N.B.—OILSKINS & SEA BOOTS A SPECIALITY.

C. GEMMELL,
119, HIGH ST., KING'S LYNN,
UNION CLOTHING SHOP,
Is the BEST HOUSE in the EASTERN COUNTIES
FOR
EVERY DESCRIPTION
OF
SEAMEN'S CLOTHING.
AT PRICES THAT CANNOT BE BEATEN.

NOTICE.
To Members of the National Amalgamated
SAILORS' AND FIREMEN'S UNION.
All Union Men arriving at or sailing from
LEITH are invited to visit
L. HYMAN'S
Pawnbrokers' Salerooms & Seamen's Outfitting Stores
3, TOLBOOTH WYND, LEITH,
Where he has always on hand a large stock of New and
Second Hand Clothing, suitable for Seamen, at prices to
suit everyone. Also large quantities of unredeemed
pledges, consisting of Gold and Silver Watches,
Sextants, Optical Goods, Marine and Field Glasses, at
really low prices.

ARMY & NAVY TROUSERS FROM 1/6 TO 3/6
SEA BOOTS FROM 8/6 TO 25/.
NOTE.—L. H., being an authorised agent for the most
prominent Boot and Shoe Manufacturers, purchasers
may depend on getting the best value.
OILSKINS FROM 6/6 TO 10/6 A SUIT.
N.B.—Members of the Seamen's and Firemen's Union
supplied on Special Terms. Advance notes cashed at
a very small percentage.

R. WHITE,
WHOLESALE
CABINET & BEDDING
MANUFACTURER,
70, 72, & 74, RATHBONE STREET,
CANNING TOWN, LONDON, E.,
AND
28 & 29, GREEN ST., UPTON PARK, E.
Houses Furnished from 10 to 100 gs.

ALL GOODS WARRANTED
SPECIALITIES IN
SEAMEN'S BEDDING
PURE WOOL BEDS,
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